

THE INTERNATIONAL **Teamster**

APRIL 1954



Just Americans!

AMERICA IS MADE OF PEOPLE—
HARDWORKING PEOPLE—
GOOD PEOPLE—
PEOPLE LIKE
THE
BIG-TRUCK DRIVER

THINK YOU CAN
DRIVE, SON? TRY
PILOTING ONE OF
THESE BIG BABIES
CROSS-COUNTRY.
TRY BACKING IT
INTO ITS DOCK.

THE TRUCK DRIVER
IS A REALLY GOOD
DRIVER—HE DIMS
LIGHTS—KEEPS TO
HIS LANE—SIGNALS
CARS BEHIND WHEN
IT'S SAFE TO PASS.

IF YOU HAVE AN
ACCIDENT, PRAY
FOR A TRUCK TO
COME ALONG—THE
DRIVER MAY SAVE
YOUR LIFE, AS
HE'S SAVED OTHERS.

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REG-MANNING

Courtesy McNaught Syndicate, Inc., and Cartoonist Reg Manning.

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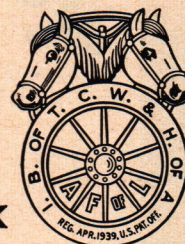
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THE INTERNATIONAL Teamster



DAVE BECK Editor

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Letter from General President **DAVE BECK**

IN LAST month's issue of **THE INTERNATIONAL TEAMSTER** I discussed the continuing downward trend in business and the resulting unemployment. I referred to the situation in the automobile industry in particular, because the situation there has a deep impact on our economy. I called attention to the continuing growth of unemployment which has increased to such an extent that a serious problem has been created in the distribution end of industry—automobile dealers throughout the country are confronted with a real economic and financial crisis.

This crisis in the auto industry has created present acute problems for the dealers. We have seen evidence of 1954 models being "bootlegged" to second-hand dealers and even the highly popular low-priced cars have been subject to this procedure. General Motors and Ford have issued strong letters condemning this practice. Every model car except Cadillac, I pointed out last month, can be purchased at several hundred dollars below the list price through this procedure. Dealers are burdened with heavy automobile inventories pushed on them by the manufacturers. In order to retain their franchises the dealers have resorted to the bootlegging system.

Let's Take Another Look

When these statements appeared in our magazine last month, they were immediately denied by spokesmen for the automobile industry and by blind politicians who screamed again "prophet of gloom." Let's take another look at the business picture.

President Eisenhower said that March would be a month of decision and recently when the unemployment figures were announced, they had gone up—more people out of work—than in the previous reporting period. *The Wall Street Journal*, a splendid paper and surely no labor publication but one serving industry, a paper with high reputation in industry for veracity, published a feature story confirming the general facts I wrote in this department.

Business Week of March 13, states that appliances, particularly big ticket items, are down from 10 to 30 per cent in sales. *Business Week* further states that the only exception is found in home laundry equipment. The reasons for this exception is the fact that, according to the business

writer, "in times of recession people stop sending their clothes to the laundry and buy home washers instead."

I emphasize that we *are* in a recession and unless our Government and private business make their responsible contribution to fighting the recession and unless every individual does his part in resisting the downward trend, we may go into a serious depression. Let us work immediately and diligently with every possible effort to stimulate purchasing power through every available avenue to aid in business recovery.

To help stimulate recovery we must produce at the highest level and our financial institutions must give every possible aid to business. Local and state as well as Federal projects must be undertaken. There are literally thousands of worthy projects which can create employment and pay back the financial outlays when sufficient time is allowed for amortization.

Our Primary Target: Jobs

I would like to see as many of these projects as possible undertaken with private financing with Government aid extended in part or entirely only when absolutely necessary. Our big job is to create employment—that is our primary target. In doing this we can look about us and see evidence of many needs. There are hotels and apartment houses to be built; new housing, particularly for middle and low-income families, to be developed. There is a tremendous field in modernization which can provide much useful work. Our highway system, as we have often pointed out, in *THE TEAMSTER*, is woefully out of date and while we are making some progress in this problem, there is much to be done to keep pace with growing highway and traffic needs.

These and many other avenues are open and all will substantially create a trend toward finding work for our great labor force—if financing is available. We are facing a serious situation in this country. Unless action is taken immediately to provide work, hundreds of thousands now drawing unemployment insurance, will exhaust their eligibility and intensify the problem. Welfare agencies and other temporary palliatives will not solve the problem and most of these agencies right now are sorely stressed and will be with an ever-continuing load with no solution in sight.

Peacetime Is Time for Building

If an international emergency arose and we were to be suddenly plunged into war, our factories and machinery of production would boom overnight and purchasing power would flow into the consumer market. But no one wants for one minute to think of a disastrous war in terms of providing work on the employment front.

We all remember that during the defense and wartime periods we institute materials controls which means a curtailment of much of our construction work. Only buildings essential to the national effort are permitted. This curtailment saves metals and materials for the machinery of defense and war. Now we are at peace and we have no curtailed materials program. We should reverse the process of wartime and use our great resources of materials and manpower and pour billions in financing into useful projects which would increase the standard of living and build a stronger America.

Let me emphasize again that, in the main, these projects will finance themselves if sufficient amortization programs are worked out.

Every local union, joint council, trade division and area conference should stimulate attention toward organizing. Every joint council should hold compulsory weekly meetings of the secretaries and business representatives and lay out an intensive checking and organizing plan. We all have a big job ahead.

This month we will hold national trade division conferences in Chicago April 27-30. A schedule of meetings appears on page 16 of this issue. I urge a good attendance at these national meetings. Just prior to the national meetings the Central States Conference of Teamsters will hold its first annual session, April 25 and 26. All these meetings, Central States and national, will be held in the Palmer House, Chicago. Next month, May 5-10, the Southern Conference of Teamsters will meet in their annual conference at Biloxi, Miss. I urge all conference affiliates to support strongly these area meetings. I will personally attend all of these meetings and discuss policy.

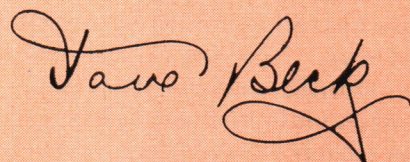
A Continuing Job for All of Us

We all have a continuing job in checking and policing our jurisdiction. Our secretaries and business representatives should be out in the field checking constantly on our work — if ever strong checking procedures and practices were needed, the time is now. Shop stewards should be called into weekly or bi-weekly sessions to consider job situations and work analysis. We should concentrate on service to our members. The secretaries and business representatives must keep out on the job, actively associating with our membership and intensifying our attention to our members in a program of continuous organizational action.

It is also important that the executive boards of the local unions meet regularly with full attendance so that all problems of the local unions can be thoroughly and properly considered and analyzed. Every local and affiliate body should realize that its duty in this hour of recession and maybe depression is to keep in mind the welfare of the individual members and do all they can to aid. We should all contribute toward strengthening our industry. We should promote our union shop card and stimulate patronage for our union-supporting, fair-dealing employers.

As I have said before, I believe we are in a recession definitely. We should realize it and throw our best efforts into a program to resist further declines and to reverse the trend—we should help start the curve of recovery climbing upward. We cannot solve recession problems by denying the existence of such problems. Teamsters stand ready to assist the national administration—this or any other administration—in the best interests and welfare of all the people to help build a bigger and more prosperous America.

Faternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

More Than 200 Delegates from Every State in Dixie to Attend Southern Conference Session; Beck to Speak

FIVE-DAY MEETING SET FOR BILOXI

PROBLEMS affecting every Teamster in the South will be thoroughly discussed in a proposed five-day meeting of the Southern Conference of Teamsters scheduled to be held at Biloxi, Miss., May 5-10. More than 200 delegates from the Southern states and guests from all three of the other Teamster conferences are expected to attend, according to Murray W. ("Dusty") Miller, conference chairman and director who is in charge of arrangements.

SPEAKERS NAMED

Invited speakers who will appear on the program on the opening day include General President Dave Beck, General Secretary-Treasurer John F. English; Vice President James R. Hoffa, chairman of the Central States Conference of Teamsters; Vice President Edward Crumbock, chairman of the Eastern Conference of Teamsters; Frank W. Brewster, chairman of the Western Conference of Teamsters, and Thomas E. Flynn, secretary-treasurer of the Eastern Conference of Teamsters.

Following the opening general sessions the conference will convene a series of trade division sessions. These meetings will be held from May 6 through 9 with the final reports presented to the final closing day, May 10. Should the trade divisions sessions require additional time the Southern Conference meetings will extend an extra day, through May 11, Director Miller announces.

The trade divisions, together with the chairmen in charge of the discussions are:

Building & Construction Trades—Odell Smith, chairman; Motor Freight Trades—Glenn Smith, chairman; Shipbuilding & Warehouse—Manny Moore, chairman; Automotive Trades & Miscellaneous Division—Bob Malloy, chairman; Sales—John Biggers, chairman.

An important item on the proposed agenda will be a two-day session of the conference's legal department. At these meetings attorneys representing local unions and joint councils in the South will discuss the problems of Federal and state legislation, late court decisions and pending legal problems affecting Teamsters.

REVIEW AND PREVIEW

The May meetings will be a combination of review and preview, according to present plans. Each trade division officer will be asked to give a full report to the conference on activities of the past year, indicating successes enjoyed by the division as well as problems faced. Following the summary of work accomplished, the conference delegates will make plans for the coming year. Advance plans for Teamster organization and activity promise to be the most important work of the conference, according to plans now being made.

The Southern Conference of Teamsters expects the May meetings will result in steps which will lead

to a closer cooperative and coordinate working relationship with the Eastern, Central States and Western Conferences. Since the officials of each of the other three conferences are expected to be present, a program of close working relationships will be worked out, it is forecast.

Work toward unified conditions in the various parts of Teamster jurisdiction and similar termination dates for contracts with national concerns will be an important objective.

At the final session of the conference trade division chairmen will be elected as will members of the conference's policy committee. The policy group will include one representative from each state in the Southern Conference together with officers of the conference.

HOFFA NAMED

The chairman of the conference is designated by the general president who is authorized to designate a vice president in his absence. President Beck has designated Vice President Hoffa as conference chairman and the International Vice President in charge. Mr. Miller as conference director works under Mr. Hoffa's general direction. Other officers of the Southern Conference of Teamsters are Odell Smith, vice chairman; John Biggers, secretary-treasurer; W. W. Teague, Don Vestal and H. R. Benson, trustees.

This conference was organized in December, 1948 and has made steady gains in membership since its establishment. Officials of the conference expect the May meeting to provide the most enthusiastic attendance it has had since its founding.

The Southern Conference of Teamster meetings scheduled for May 5-10 will be the third in a series of important trade division and area organizations meetings scheduled within the next few weeks. In this issue an announcement appears of the schedule of the Central States Conference of teamsters meetings in Chicago, April 25 and 26 and of the proposed program for the 1954 National Trade Division Meetings. (See pages 10 and 11.) These meetings will be held at the Palmer House in Chicago.

*Teamster Board Pledges Staunch
Protection of Jurisdiction, Rejects
Pact Which Would 'Perpetuate Inequities'*

GENERAL EXECUTIVE BOARD MEETS

PLANS for extension of Teamster membership to large areas of the unorganized and strong protection of the present jurisdiction of the union were made in the semi-annual meeting of the General Executive Board in late February. The sessions were held February 15-19 at the Hotel Sherry-Frontenac, Miami Beach.

FIVE-DAY MEETING

Appointment of a committee to work with the building trades on jurisdiction; refusal to approve the AFL-CIO no-raiding pact; consideration of problems of union health

and welfare plans were among the highlights of the five-day meeting. General President Dave Beck presided and all members of the General Executive Board were present. During the week the board heard representations from various joint councils and area conferences on current organizational and administration problems.

The problem of national agreements; legislative trends and court decisions; Interstate Commerce Commission; membership gains; construction progress on the new headquarters building, the "wet-back" problem were among other

topics discussed by the board members during the Miami Beach meeting.

The board members also heard representatives from various Teamster joint councils and area conferences who presented statements of problems prevailing in their respective areas.

IMPORTANT DECISION

Action on the so-called "no-raiding agreement" which has been under negotiation between the American Federation of Labor and the Congress of Industrial Organizations claimed top priority attention and was considered by observers to be one of the most important steps taken at the Miami Beach meetings.

Uncertainties and a freezing of inequities in the jurisdictional field were cited in a detailed report adopted by the board as reasons for declining to approve the agreement at this time. In the report adopted the board said, "... the International Brotherhood of Teamsters joins wholeheartedly in the attainment of this goal (of labor unity). Such unity would ideally embrace the American Federation of Labor, the Congress of Industrial Organizations, the United Mine Workers, the Railway Brotherhoods and other



FORMAL PORTRAIT of the General Executive Board taken at the semi-annual meetings in Miami Beach, Fla. SEATED (left to right) Vice President D. J. Murphy, St. Louis, Mo.; General President Emeritus Daniel J. Tobin; General President Dave Beck; General Secretary-Treasurer John F. English and Vice President John J. Conlin, Hoboken, N. J. STANDING—Vice Presidents James R. Hoffa, Detroit, Mich.; Edward Crumbock, Philadelphia, Pa.; Einar Mohn, Washington, D. C.; Sidney L. Brennan, Minneapolis, Minn.; Frank W. Brewster, Seattle, Wash.; William A. Lee, Chicago, Ill.; Thomas L. Hickey, New York City; Joseph J. Diviny, San Francisco, Calif., and John T. O'Brien, Chicago, Ill.

legitimate independent labor organizations."

"But the agreement is presented at a time when in many areas these various organizations have not settled their differences as to jurisdiction. The free and voluntary solution of these problems by conference and study by these organizations has not yet been exhausted; the inequities in these situations have not been resolved by negotiation and understanding.

"Yet the agreement would perpetuate for the life of the contract these inequities and uncertainties as they pertain to the International Brotherhood of Teamsters. The agreement would provide that neither this International nor its locals would organize or represent employees as to whom an 'established bargaining relationship' with a Congress of Industrial Organizations signatory union has been recognized.

"If the agreement were signed by the International it would thus exclude during its term those employees who rightfully should be embraced within the jurisdiction of the International Brotherhood of Teamsters. It would, however, have no legal effect or binding nature upon non-signatory organizations which would be free to disrupt the procedure of the signatory parties and take such action as they saw fit."

The report after pointing out doubtful areas of interpretation said that "It is quite possible . . . that the further exploration of conferences between international organizations by the tried methods of voluntarism may prepare the way for the use of sanctions, such as those provided in the No-Raiding Agreement."

The problem of jurisdiction among the unions affiliated with the Building & Construction Trades Department was discussed at the board meetings, a committee named to meet with sister unions in this area. Recently Richard J. Gray, president of the Building & Construction Trades Department, suggested a general meeting on jurisdiction. The General Executive Board, seeking to cooperate on settlement of jurisdictional problems named a committee to meet with the various affiliates. Three vice presidents and a trade division director were named to the

Teamster Attorneys at Work



THE CONFERENCE of Teamster attorneys included representation from all sections of the country. Reading around table from foreground toward background, left side of table: Edward J. Fillenworth, Indianapolis, Ind.; John T. Wiley, Jr., St. Louis, Mo.; Mathew O. Tobriner, San Francisco, Calif.; Jacob Friedland, Jersey City, N. J.; John C. Stevenson, Los Angeles, Calif.; Daniel Carmell, Chicago, Ill.; Samuel Bassett, Seattle, Wash.; Samuel J. Cohen, New York City; James Landye, Portland, Ore.; Thomas Kachelmacher, Minneapolis, Minn.; Fred Tobin, Washington, D. C.; J. Albert Woll, Washington, D. C.; Clarence Beck, Salt Lake City, Utah; Dave Previant, Milwaukee, Wis.; Houston Clinton, Jr., and L. N. D. Wells, Jr., both of Dallas, Tex.; Edward Davis, Philadelphia, Pa.; Lester Asher, Chicago, Ill.; P. H. McCarthy, Jr., San Francisco, Calif.; H. G. B. King, Chattanooga, Tenn.; Joseph M. Jacobs, Chicago, Ill.; Sidney E. Cohen, New York City, and George S. Fitzgerald, Detroit, Mich.

committee, the chairman of which will be Vice President Einar Mohn. Other members are Vice Presidents Frank W. Brewster and James Hoffa and Harold Thirion, director of the Building & Construction Trades Division.

Meetings are being held, or will have been held by the end of this month with the Operating Engineers, Iron Workers and Laborers.

Health and welfare organization and administration problems came up for detailed discussion by board members. The Conference of Teamster Lawyers which met concurrently with the board was asked to study the question and prepare a report for the board before adjournment. A six-point report was prepared and submitted to the board and formally adopted. The lawyers pointed out the fact that management has participation in the plans, that the intervention of various insurance superintendents and the impossibility of evolving a common type plan

adaptable to all locals and situations made a detailed study imperative.

The attorneys unanimously recommended that a study of the "entire field of health and welfare problems, including a study of the legal problems . . . be made and that the General Executive Board or the General President seek the assistance of qualified experts in all phases of health and welfare plans, including fund administrators, insurance consultants, actuaries, financial experts and other technical experts."

The board authorized the general president to initiate the study recommended, including the utilization of technical experts. The board will review the study after it has been completed, according to the motion adopted.

The problem of Railway Express Company organization was discussed and the Teamsters made a formal demand on AFL President George Meany to see that proper procedure is followed in jurisdic-

tional differences between two affiliates. At the present time the Brotherhood of Railway Clerks has filed an overall election notice covering membership of Railway Express Agency members. This problem is likely to come before the meeting of the AFL Executive Council next month.

National agreements problems were discussed and the entire matter was referred to the Teamster general counsel for further study, and recommendations.

General President Beck told the board that national trade division conferences would be held at an early date in Chicago. He urged the members to see that every effort be made in all areas to assure full support to the 1954 trade division meetings. An announcement of these meetings which will be held at the Palmer House in Chicago, Ill., April 27-30 appears on page 10 of this issue.

The board members were given photographs of the new Teamster general headquarters building now under way in Washington, D. C. (see photo below).

Teamsters and Upholsterers' Union Sign Mutual Assistance Agreement

The International Brotherhood of Teamsters and the Upholsterers' International Union have signed a mutual aid agreement covering problems of jurisdiction. The agreement was signed during the recent meetings of the General Executive Board with General President Dave Beck and President Sal B. Hoffman of the U.I.U.

A standing joint committee was named by each union to have charge of the problems which might arise under the agreement. Should the standing committees fail to agree on any disputed point, the matter would be referred to the general presidents of the signing unions.

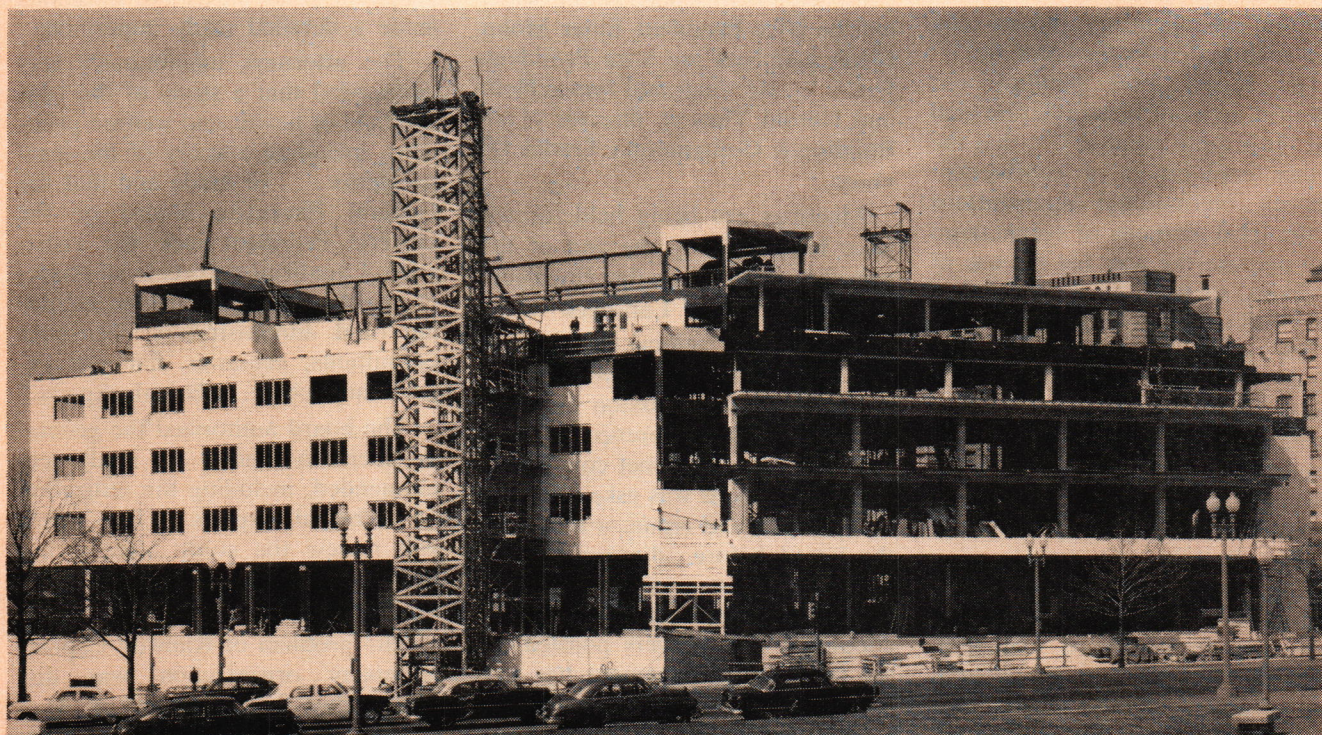
The committee from the Teamsters includes Vice Presidents Einar Mohn, chairman; Edward Crumbock, Philadelphia, Pa., and John T. O'Brien, Chicago, Ill., and General Organizer Jack Armand, Los Angeles, Calif.

The agreement set forth the areas of jurisdiction of the two unions and said that the provisions would be a basic guide to the settlement of any jurisdictional differences which might arise between the two Internationals.

Of primary interest was a detailed report given to board members of the membership growth of the organization. After discussing the growth General President Beck drew attention to detailed charts prepared by the office of General Secretary-Treasurer John F. English. The charts, in line graph form, indicated

the change and growth of membership by joint councils. Detailed reports were also given by area conferences. Following the discussion of the membership report, the General President said that plans for stepping up organization work would be made at the 1954 National Trade Division Conference.

Teamster Building Project in Late March



CONSTRUCTION PROGRESS on the new International Headquarters building was reported to the General Executive Board in its semi-annual meeting. The new structure, facing Capitol Plaza, Washington, D. C., is shown as it was in mid-March. The facing of the building is beginning to indicate the general appearance of the structure.

HIGHWAY SAFETY PROGRAM MAPPED

A STRONG impetus for improved highway safety through improved education, community cooperation and law enforcement was given through action taken by the White House Conference on Highway Safety held in Washington, D. C., February 17-19.

More than 100 representatives from organized labor participated in the three-day meeting. The labor panel, one of six discussion groups, was attended by a number of Teamsters who had come as representatives of labor organizations or as designated representatives by the governors of their states. Raymond F. Leheney, Los Angeles, Calif., active in Teamster programs on the West Coast and secretary-treasurer of the Union Label and Service Trades Department, was co-chairman of the labor group. His co-chairman was Michael J. Quill, New York, representing the Congress of Industrial Organizations. Charles Ferguson, safety director of the United Mine Workers of America, was secretary of the labor group.

The safety conference was called by President Eisenhower to enlist national support for great attention to traffic safety directed at the problem at the community level. The response to the conference call was heavy with more than 2,000 representatives present and all 48 states having a group attending for the various panel discussion sections.

Teamsters were well represented with the following attending: S. P. Jason, Boston, Mass.; Robert Holmes, Detroit, Mich.; Thomas Pitts, Los Angeles, Calif.; Clyde Crosby, Portland, Oreg.; Harold Miller, Baltimore, Md.; Charles Bell, Washington, D. C.; W. D. Anderson and E. A. Carter, both of Charleston, W. Va.

When the President spoke to the delegates he drew a comparison between the casualties on the battlefield and the fatalities and injuries caused by traffic mishaps. He said

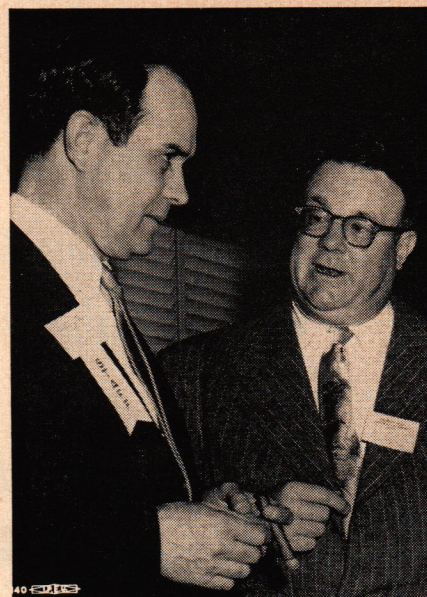
that "In the last 50 years the automobile has killed more people in the United States than we have had fatalities on all the battlefields of all wars of the United States since its founding 177 years ago."

Observing that traffic accidents have been taking 38,000 American lives yearly, the President declared: "It is a problem for all of us, from the highest echelon to the lowest echelon; a problem for every citizen, no matter what his station or his duty."

Saying that traffic safety "... is a problem centering on the behavior of some 60 million motorists," Mr. Eisenhower urged a strong community approach as the most effective way to deal with the situation.

Before the conference adjourned the Labor Committee adopted a program of recommendations which the sponsors hope can make a contribution toward cutting down on traffic hazards. The committee's program, in brief, recommended:

1. Greater participation by labor in traffic safety matters, such as membership on boards and affilia-



CONFERENCE Director Rear Admiral H. B. Miller (left) discusses agenda with Labor Panel Co-Chairman Raymond F. Leheney, Los Angeles, Calif.

tion with public and quasi-public groups and committees.

2. Establishment of a permanent organization on highway safety with a continuing staff.

3. Adequate budget for the Interstate Commerce Commission to strengthen its safety inspection staff.

4. Every labor safety council and group from local through the national level should arrange for labor participation in all safety programs.



TEAMSTER delegates at labor panel of White House Conference on Highway Safety came from coast to coast. LEFT TO RIGHT—S. P. Jason, Boston, Mass.; Robert Holmes, Detroit, Mich.; Thomas Pitts, Los Angeles, Calif.; Harold Miller, Baltimore, Md.; Clyde Crosby, Portland, Oreg., and Charles Bell, Washington, D. C.

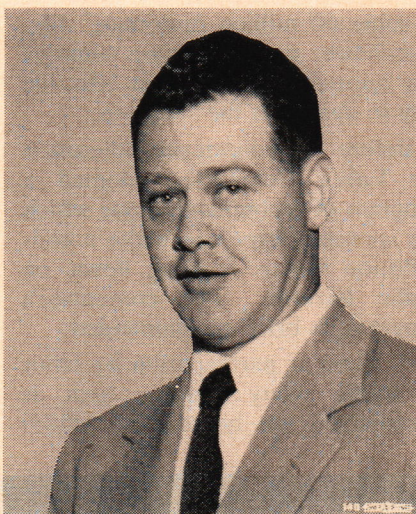
*Official of Western Conference
of Teamsters Gets Headquarters Post;
to Work with Vice President Mohn*

GRAHAM NAMED BECK ASSISTANT

GENERAL President Dave Beck announces the appointment of Robert L. "Buddy" Graham as a member of the general president's headquarters staff in Washington, D. C. He will be associated with the assistant to the general president, Einar O. Mohn. The appointment is effective May 1.

Graham, well known throughout the country, has been associated with the Teamsters since 1936. Due to the fact that he was under membership age in 1936-37, he was unable to become a member formally until 1938. Mr. Graham was born in Everett, Wash., in 1920 and attended public schools, high school in Seattle and the University of Washington. At Roosevelt High School he played on the city championship team in 1939 and was named all-city guard. He received a scholarship and was a member of the University of Washington football squad.

Shortly after Pearl Harbor, in January, 1942, young Graham enlisted in the Army as a private and following basic training attended Officer Candidate School and was commissioned a second lieutenant. He was assigned to the Second Armored Tank Division, part of the Ninth Army commanded by Maj. Gen. Ernest N. Harmon. With this division Graham served through five major engagements, won two decorations and was promoted to first lieutenant.



ROBERT L. GRAHAM

Following four years overseas service he returned home and was appointed to an assignment in the general program of the Western Conference of Teamsters by Vice President Beck. Taking an active part in organizing work Graham was assigned as a business representative, working with Secretary Don Roberts of the Newspaper & Magazine Drivers Union, Local 763.

From this post he was assigned to general field organizing work which added to his experience in Teamster activities. He was a member of the Teamsters' organizing unit which conducted the cannery fight in California. This campaign resulted in an overwhelming victory for the Teamsters over the Commie

dual group. After successful work here, Graham was assigned to various trouble spots for two years and then named as a director of Joint Council 28, Seattle, Wash. During this period he was assigned from time to time to various sections of the Western Conference where his aid was required. He also took an active part in the planning and procedures of the Western Conference of Teamsters annual sessions.

In March, 1951, he was named director of the Western Conference of Teamsters. Upon election as General President, Mr. Beck resigned as president of the Western Conference and was succeeded in that post by Vice President Frank W. Brewster who had been secretary-treasurer of the conference. Buddy Graham was named to succeed Brewster as secretary-treasurer by the policy committee of the conference in January, 1953. His work in this field has been outstanding. He has had excellent training in organization work and procedures developed in the Western Conference and understands thoroughly the operating plan of the International Union.

Mr. Graham is also fully familiar with every phase of conference organizing, trade division operation and procedure and has a thorough understanding of the Teamster checking program. This checking program began with the National Truck Check of the Over-the-Road Division and is being carried into other phases of teamster jurisdiction.

In commenting on the appointment, Mr. Beck said, of Graham, "He is a splendid young American, one of the best liked men in the International Union. He has youth, experience, health and courage. He served this country with great honor and with the same loyalty has carried out the assignments given him as a Teamster official. He will make a splendid addition to the general president's staff and will, in the opinion of those who have followed his career, develop into one of the outstanding representatives of the American Federation of Labor."

Mr. Graham is married and has two children. He will live in Washington, D. C.

*Teamster Economist Attends ILO
Inland Transport Meeting in Geneva;
Applauds Work of the ILO and ITF*

INTERNATIONAL LABOR LEADERSHIP PRAISED

WORK of the International Labor Organization and of the International Transportworkers' Federation were given high praise last month by David Kaplan, chief economist for the International Brotherhood of Teamsters, following his return from Europe where he had been a representative at the ILO Inland Transport Committee session held in Geneva, Switzerland.

The committee sessions were attended by 213 delegates from 32 nations and considered problems of road transport and working conditions of dock employees.

The work of the ILO and ITF were lauded by Mr. Kaplan for their efforts in providing a continuity of activity on the transport front which is resulting in a progressive improvement of transportworkers' situations in the various countries. Kaplan particularly praised the leadership of Dave Morse, ILO director general, and Omer Becu, general secretary of the ITF.

IMPROVED CONDITIONS

"With conditions in many parts of the world today as unsettled and uncertain as they are, it is encouraging to find both the leadership on the part of these officials and the cooperation and support by the member nations and organization staffs in the long-range effort to improve conditions," the Teamster economist observed.

The Inland Transport Committee meetings were held in the ILO international headquarters in Geneva



AT ILO—David Kaplan, left, chief economist of the Teamsters, confers with ILO Director-General David Morse, center, and Omer Becu, general secretary of the International Transportworkers' Federation. Kaplan was a road workers conference delegate.

February 8 to 12. During the proceedings Mr. Kaplan addressed the delegates from the 32 nations and related some of the problems of highway transport in the United States. He also took occasion to criticize the praise from Iron Curtain countries bestowed on Communism. Comparing the free world countries with those under Communism, Mr. Kaplan said that what we in the free world cherish most "... is our freedom; our freedom to organize, our freedom to bargain collectively—yes, our freedom to strike, because we feel that without the freedom to strike we could not bargain collectively ... collective bargaining is in a sense the cooperative marketing of labor, and without having the right to withdraw labor we have no real collective bargaining."

The Teamster representative said

that the workers from Poland and Czechoslovakia would have something to boast about if they could criticize with the same degree of freedom enjoyed by delegates from Italy and France.

On the question of productivity which had been raised in the deviates Kaplan pointed out that productivity does not come about through overworking the workers, but through the establishment of better technical methods and pointed out that the problem is that of a more equitable distribution of productivity.

In relating some of the highway transport problems in the U. S., the speaker said that hours of work, sleeper-cab operation and the owner-operator situation were among the chief problems faced by truck drivers unions.

Among the principal provisions adopted by the Inland Transport Committee as recommendations for consideration by the ILO conference, which

meets in Geneva in June, were:

- 18 years as minimum age with 21 as minimum for passenger or long distance vehicle operators;
- medical examinations every five years;
- theoretical and practical examinations;
- hours of work which would include entire time worker is at disposal of employer;
- 48-hour workweek and 8-hour day;
- restriction of overtime abuses; establishment of driving time limitations;
- daily and weekly rest recommendations;
- holiday regulations granted concurrent with those granted industrial workers.

*Thirty-Five States Represented
At Mid-States-East Coast Dairy
Conference; 200 Delegates Present*

INDUSTRY PROBLEMS GET CLOSE STUDY

AN aggressive program of organization and mutual aid was mapped by the Mid-States-East Coast Dairy Conference in its semiannual meeting held in Louisville, Ky. The two-day sessions were held February 19 and 20 and were attended by almost 200 delegates representing 35 states. Delegates were also present from the Western Conference of Teamsters and the Western Dairy Conference.

Problems of organization and economics of the industry as dairy drivers and inside workers are affected occupied the two-day discussion agenda. With time devoted entirely to topics of discussion, the conference had no scheduled speakers at its business sessions. At the Friday night banquet they heard an

address from an old and valued friend of organized labor, Alben W. Barkley, former Vice President of the United States and for many years Senator from Kentucky.

Local 783, Louisville, Ky., was the host local. The address of welcome was given by Howard L. Haynes of No. 783. All sessions were held in the Seelbach Hotel.

Conference Chairman Eugene Hubbard, Local 246, Washington, D. C., announced at the beginning of the conference that the delegates would not hear from guest speakers, but would devote the entire conference period to industry and Teamster problems. The detailed agenda was explained by the conference secretary, Frank J. Gillespie, secre-

tary, of Local 754, Chicago, Ill.

Among the topics discussed during the two-day sessions were:

—trend toward conversion in the industry from salaried routemen to vendors;

—effect of chain store processing on independent milk dealers;

—common expiration dates in contracts;

—reports of conditions from various Teamster conferences;

—health requirements and dating of milk;

—progress in welfare and pension plans;

—attitude of farmers' cooperatives toward Teamsters;

—truck leasing;

—legislation and impact on Teamsters;

—increase in use of paper containers;

—change in trends in milk packaging;

—invasion of jurisdiction by outside unions;

—experience of dairy locals under Taft-Hartley.

The appearance of former Vice President Barkley was the occasion of considerable political speculation in Kentucky and nationally. It had been predicted that Mr. Barkley would come out of political retirement and announce his intention to run for the Senate seat now held by Republican John S. Cooper. Barkley did not formally announce his candidacy, but Kentucky political reporters said that "he did everything but announce his intention to run."

The speaker's topic was "The Present Political and Economic Situation in the United States," a broad enough one to enable him to range over the wide area of political observation and recollection. During his address he reminded the Teamsters that he had been a life-long friend of labor, as his voting record in the Senate demonstrated. He took some healthy jabs at the Taft-Hartley law and denounced the statute as one "designed to destroy labor."

Saying that he spoke from experience, Mr. Barkley observed, "I know the law was designed to destroy labor. I was in the Senate when it went through and, in the form it passed the House, it would have de-



CONFERENCE officers were among busiest delegates at Louisville meeting. Shown above are (from left) Eugene R. Hubbard, Local 246, Washington, D. C., conference chairman; Frank J. Gillespie, Local 754, Chicago, Ill., secretary, and Thomas J. Haggerty; Local 753, Chicago, treasurer. Delegates from 35 states attended.



HUDDLE at dairy meeting with Harry Tevis, left, Pittsburgh, and Russell Elmer, Cleveland, discussing problems.



LOU Ickes, Janette, Pa.; Charles De Renzo, Pittsburgh, and Melvin Johnson, Waterloo, Iowa.

THE VEEP in a corridor conference with Delegate Brunson Gilbert, Detroit, Mich. The former Vice President, Alben Barkley, was principal speaker at the banquet.



WISCONSIN DELEGATES—Seated (from left)—A. E. Mueller, Wisconsin Conference of Teamsters; Clem Gerstner, Green Bay, and Frank Braun, Milwaukee. Standing—R. B. Wenzel, Racine; Rubin Wesenberg, Milwaukee; W. R. Hillman, Sheboygan; Chester Curtis, Kenosha, and W. A. Wetzel, Manitowoc.



NEW ENGLAND delegates (from left)—H. C. Dauphinais, Hartford, Conn.; Joseph Cleary, Bridgeport, Conn.; David Smith, Worcester, Mass.; Ben Naylor, Springfield, Mass., and Timothy M. Collins, Waterbury, Conn.

INTERIM SESSION is held at Hotel Seelback between formal meetings of the Mid-States-East Coast Dairy Conference with Peter Hoban (seated, extreme left), Local 753, discussing problems with delegates. Delegates attended from 35 states.



CANADIAN delegates (from left seated)—B. Whyte and J. Holmes. Standing—J. Lovelock, J. Buchanan, C. Tavignot and G. Baird. The Canadians reported continuing problems in milk distribution north of the border and warned against trends in the dairy industry.



Dairy Delegates Speak at Louisville Conference



C. Felgner
Chicago, Ill.



August Burner
Chicago, Ill.



Wm. B. Franklin
Seattle, Wash.



William Hicks
Chicago, Ill.



A. Sabin
Philadelphia, Pa.



Eric Ratcliffe
Seattle, Wash.

stroyed labor. We amended it in the Senate, but it was, and still is, a bad law."

As Mr. Barkley spoke a so-called "right to work law" was up for consideration in the Kentucky state legislature. He attacked it as a "little Taft-Hartley" and said he hoped the General Assembly would kill it.

As interesting, entertaining and informative as the address of the famed Kentuckian was, the Teamster delegates devoted their top priority attention to their own problems, of which they all agreed there are many. The underlying theme of the entire conference was geared to a recognition of the necessity for Teamsters to protect milk standards of quality and service. To this end the locals heard reports on efforts being made to reduce the quality of milk in some areas. Reduction of quality is achieved, the delegates were told by those who had firsthand experience, through a weakening and revision of health ordinances and regulations. A watering down

of regulations means a watering down of milk quality, one delegate observed.

In connection with maintenance of health standards, considerable discussion was devoted to dating of milk. This practice keeps the milk volume flowing evenly and in even supply from cow to consumer, whereas absence of dating permits operators to manipulate the volume flow and the consumer loses his guarantee of obtaining fresh milk when he buys.

It was pointed out in the discussions that a strong Teamster program of maintaining quality standards would win many friends for the union since Parent-Teachers' Associations, women's clubs and numerous other civic and citizens groups are anxious to maintain quality standards. Winning the support of these groups on the health front will be helpful otherwise, it was suggested by one delegate. A refusal to resist the efforts to lower milk standards will result in a gradual lowering of quality which in turn will cause

consumers to turn to milk substitutes, delegates were warned.

Along with maintaining health and quality standards, the delegates devoted considerable discussion to the problems of delivery and efforts to modify current practices. Teamsters want seven-day delivery retained where it now exists and they want any further shortening of the delivery week resisted. In some sections the no-Sunday delivery has been followed by a no-Wednesday delivery. The Canadian delegates pointed out that such a situation prevails in Toronto and considerable inconvenience has resulted not only in terms of employment but serious inconvenience to the public.

During the discussion of the seven-day delivery problem, it was brought out that some of the current problems of surplus dairy production are directly traceable to infrequency of milk delivery. Failure to provide regular, prompt and frequent delivery to the consumer is causing a gradual but marked falling off of consumption of milk products. Retail sales have fallen to less than half what they were a few years ago in terms of milk volume—delegates heard from one speaker that dollar volume is high but work is low in the industry. Suburban areas have been particularly affected, it was said.

In connection with the comments on the dairy products surplus, the delegates indicated that their sympathies were with the farmers in connection with price supports. Recently Secretary of Agriculture Ezra Taft Benson announced a curtailment of dairy price supports of 15 per cent. This was being done "reluctantly," the Secretary said. Delegates at Louisville raised the ques-



COMMITTEE on Vendors and Butter Supply holds session. From left are Richard Keber, Newark, N. J.; Peter J. Hoban, Chicago; I. A. Breidenbach, Collinsville, Ill.; Ewald Heindorff, Toledo, Ohio, and E. A. Carter, Charleston, W. Va.

Distribution Problems Stressed by Speakers



E. Heindorff
Toledo, Ohio



Howard Haynes
Louisville, Ky.



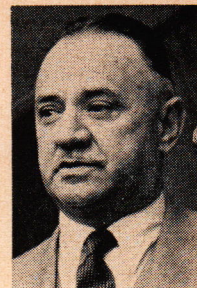
R. B. Moon
Houston, Tex.



George Swanson
Minneapolis, Minn.



Otto Debs
Chicago, Ill.



Richard Keber
Newark, N. J.

tion of commodity discrimination: if price supports are being reduced, why is the dairy field being singled out and discriminated against in the curtailment?

Much of the surplus problem might be alleviated through an increase in use by the Federal military and civilian agencies. The quota of butter and milk used by the armed services—Army, Air Force, Navy and Marine Corps—in their commissary and food schedules. An increase in the quota would provide more food value and at the same time help reduce the surplus substantially. The Federal Government through its civilian institutions, particularly veterans' hospitals and state governments through their many institutions, should use more dairy products, it was urged at Louisville.

Related domestic and foreign problems came in for discussion. The question was raised in discussion: why are farmers' co-ops so strongly set against labor and the Teamsters? It was pointed out that dairy locals have a strong interest in increasing the use of milk and thus are helping to expand the farmers' markets. Some delegates said they believed the farmer himself is not against labor, but that some of the professional leaders of the cooperative organizations are and that farmer members should instruct their leaders on the economic facts of life.

On the foreign competition front the problem of imported cheese was discussed. It seems that, according to information revealed at the Louisville meeting, substantial volumes of cheese are coming in from many countries. Included among the major cheese exporters are Italy, the Scandinavian countries and Ar-

gentina. It was reported that the Food and Drug Administration had seized a shipment of South American cheese and found that it contained an exceptionally high bacterial count. Teamsters were told that not only in the interest of their jobs should they oppose cheese imports, but in the interest of the public's health they should raise warning signs against further inroads in the American market.

A strong adherence to the employer-employee relationship was urged in the discussion about the growth of the vendor or independent contractor. Such a relationship is better for the driver and better for the public, it was said. In situations where independent contractors have a foothold, Teamsters were urged to get them into the union in order to help protect wages and conditions.

A two-fold program of organization was planned: first, a strengthening of present local unions of both drivers and inside workers and, secondly, strong efforts to organize the unorganized. Efforts will be made to extend the benefits of unionization to areas in the South, where

dairy locals are not especially strong.

The discussion of legislation and legal problems encompassed a wide range of questions—all the way from Taft-Hartley as a national statute to city council ordinances governing health and safety measures.

The next conference meeting will take place in Pittsburgh.

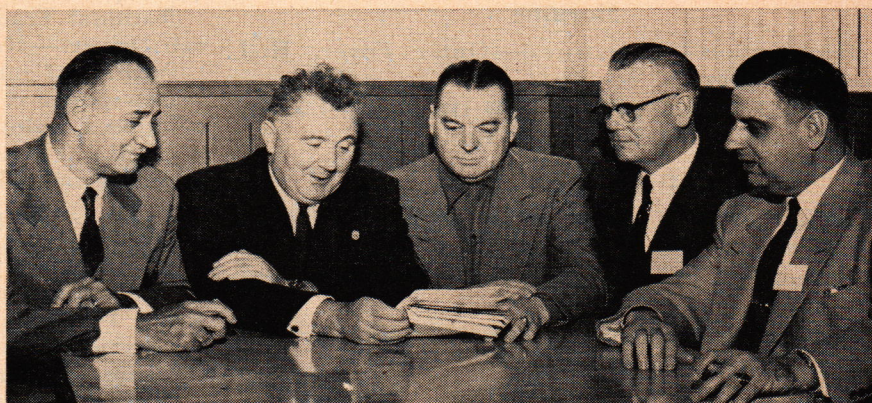
The officers and executive board of the conference include:

—chairman: Eugene Hubbard, Washington, D. C.

—secretary: Frank J. Gillespie, Chicago, Ill.

—treasurer: Thomas J. Haggerty, Chicago, Ill.

—vice presidents: George Berquits, Minneapolis, Minn.; Patrick Burke, St. Louis, Mo.; Frank Braun, Milwaukee, Wis.; John Backhus, Philadelphia, Pa.; Joseph Cleary, Bridgeport, Conn.; Daniel Dehack, Des Moines, Iowa; John Buchanan, Toronto, Canada; Lawrence McGinley, Newark, N. J.; Russell Elmer, Cleveland, Ohio; Bronson Gilbert, Detroit, Mich.; Harry Tevis, Pittsburgh, Pa.; Joseph Teratola, New York City, and Howard L. Haynes, Louisville, Ky.



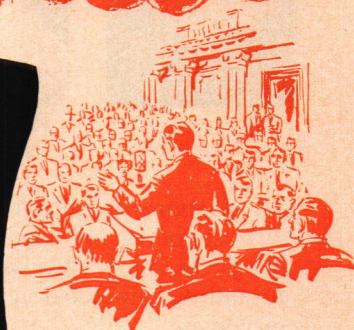
NATIONAL KRAFT Committee in session. Around table, from left—Ozment Nash, Dominic Simeri, H. C. Dauphinais, George M. Berquist, Harry Tevis, W. R. Hillman, Otto Debs and R. B. Moon. The committee made a report to the delegates.

1954 Conferences

NATIONAL TRADE DIVISIONS

Palmer House
Chicago, Ill.

Monday, April 27,
through
Friday, April 30



GENERAL President Dave Beck has announced the 1954 National Trade Division Conferences with both policy committee and general sessions scheduled. A tentative schedule of the meetings was announced by the General President's office. Final schedules and details will be available to delegates upon registration. These are the first national conferences of trade divisions in 1954. In addition to discussions by the various trade divisions the plans for the 1954 National Truck Check will be made and the dates for the check announced. The truck check will be planned by the Policy Committee and general sessions of the National Over-the-Road Division.

Tentative Schedule of Meetings

TIME OF CONFERENCE: April 27-29.

REGISTRATION: April 26 (afternoon), Palmer House.

MONDAY, APRIL 26, 1954

Registration—2 to 5 p. m., Third Floor Palmer House.

TUESDAY, APRIL 27

Morning

Registration—continued—Outer Foyer, Red Lacquer Room.

General Session of all Trade Divisions, 9 a. m. to 12 noon—Red Lacquer Room.

Afternoon—2 p. m.

Policy Committee Meetings of following Trade Divisions:

National Warehouse Division—Rooms 15 and 16.

National Division of Building Material & Construction Drivers—Room 5.

National Division of Fresh Fruit, Vegetables & Produce Industry—Room 6.

National Trade Division of Laundry, Linen & Dry Cleaning Drivers—Room 4.

Evening—8 p. m.

Policy Committee Meetings of following Trade Divisions:

National Over-the-Road Division—Crystal Room. (First planning session for National Truck Check.)

National Trade Division of Chauffeurs & Taxicab Drivers—Room 5.

National Cannery Division—Room 6.

Newspaper & Magazine Drivers, Handlers, Circulation Employees.

Studio, Film, Theatrical, Radio, Television & Sound Truck Chauffeurs Division—Room 11.

WEDNESDAY, APRIL 28

Morning—9 a. m.

Policy Committee Meetings of the following Trade Divisions:

National Automotive, Petroleum & Allied Trades Division—Crystal Room.

National Bakery Division—Room 5.

National Dairy Division—Room 6.

Federal, State, Municipal & Public Service Employees National Division—Room 15.

WEDNESDAY (Continued)

National Miscellaneous Division—Room 4.
National Truckaway & Haulaway Division—Room 2.

Afternoon—2 p. m.

General Caucus Meetings of Trade Divisions:
National Automotive, Petroleum & Allied Trades Division—Room 14.

National Cannery Division—Room 18.

National Division of Building Material & Construction Drivers—Crystal Room.

National Trade Division of Laundry, Linen & Dry Cleaning Drivers—Room 9.

Evening—8 p. m.

National Over-the-Road Division—Red Lacquer Room. (Final discussion and establishment of dates for National Truck Check.)

National Miscellaneous Division—Room 18.

SPECIAL NOTE: Details on hotel reservations for the Palmer House are being mailed to area conferences, joint councils and local unions. These national meetings are of the utmost importance, the General President emphasizes, and a good attendance from all parts of the country is imperative. The National Brewery & Soft Drink Workers Division will not meet in Chicago, but will hold a meeting in Washington, D. C., June 2-3. Locals affiliated with this division are being notified of details.

THURSDAY, APRIL 29

Morning—9 a. m.

National Warehouse Division—general session—Red Lacquer Room.

Afternoon—2 p. m.

National Division of Fresh Fruit, Vegetables & Produce Industry—Room 8.

Federal, State, Municipal & Public Service Employees National Division—Room 15.

National Truckaway & Driveaway Division—Room 6.

Newspaper & Magazine Drivers & Handlers, Circulation Employees, Studio, Film, Theatrical, Radio, Television & Sound Truck Chauffeurs Division—Room 5.

National Division of Chauffeurs & Taxicab Drivers—Room 9.

Evening—8 p. m.

Final General Session—All Trade Divisions—Red Lacquer Room.

Central States Meetings Scheduled

More than 600 delegates are expected to attend the first annual meeting of the Central States Conference of Teamsters which will be held the two days preceding the 1954 National Trade Division Conferences.

TIME: April 25 and 26.

PLACE: Palmer House, Chicago, Ill.

SATURDAY, APRIL 24

Registration, Third Floor, Palmer House, 2 to 6 p. m.

This will be the first annual meeting of the Central States Conference of Teamsters and President James R. Hoffa and Secretary-Treasurer Harold Gibbons are urging all local unions affiliated to have representation on hand for all sessions.

SUNDAY, APRIL 25

Morning—9 a. m. to 12 noon

General Session of all Trade Divisions:

Afternoon—2 p. m.

The following trade divisions will meet:

Building & Construction Division—Room 14.

Dairy Division—Room 17.

Automotive Division—Room 18.

Produce Division—Room 15.

MONDAY, APRIL 26

Morning—9 a. m. to 12 noon

Freight and General Trucking Division—Room 14.

Taxicab Division—Room 15.

Cannery Division—Room 5.

Laundry Division—Room 6.

Public Service (Municipal and Public Employees)—Room 18.

Afternoon—2 p. m.

Warehouse Division—Room 14.

Miscellaneous Division—Crystal Room.

Bakery Division—Room 18.

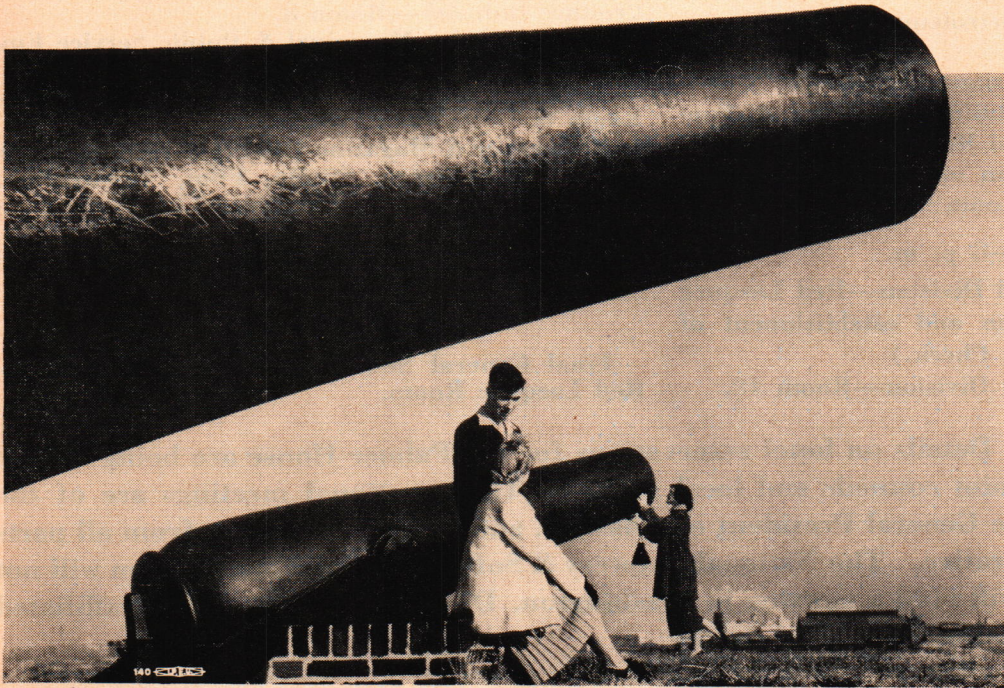
Brewery Division—Room 15.

Evening—8 p. m.

Final general session—all Trade Divisions—Red Lacquer Room.

The Baltimore Story

JOE 62



FORT McHENRY, birthplace of the "Star-Spangled Banner," still holds a commanding position in Baltimore Harbor. It is a busy tourist attraction today.

A BALTIMOREAN calls his town "Bawlemer." When he says this, a person from the Deep South will gaze curiously at him and consider him a Yankee. A New Englander standing by, however, would consider the manner of speaking definitely tinged with a Southern drawl.

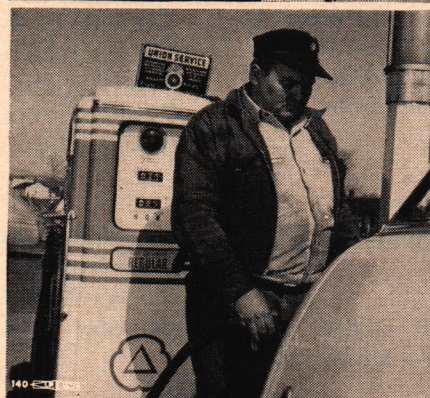
There are two reasons for this confusion. First of all, the City of Baltimore is only about 40-odd miles south of the Mason-Dixon Line. It is situated near the middle point of one of the nation's busiest highways, U. S. 1. Motorists coming up from Florida leave U. S. 1 at Baltimore and start up U. S. 40 for the New Jersey Turnpike. The headquarters of Teamsters' Local 557 on Pulaski Highway (U. S. 40) faces a constant stream of passenger cars and commercial trucks, going north and south. During the Civil War Baltimore fought a battle of its own, between Northern and Southern sympathizers.

The second reason for the outsider's confusion about Baltimore

WOODROW DIESHILL of Local 622 stacks Bond Bread in a rack.



LOADING his truck at Eastern Overall Co. is Lawrence Phelps.



A LOCAL 303 member, Joe Davis, works a Cities Service pump.

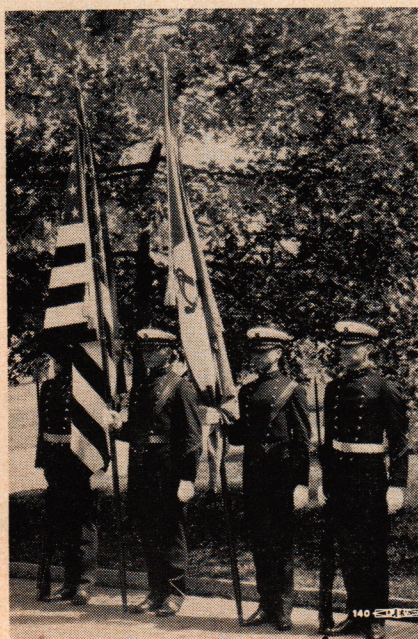


NEWTON Hetrick of Brown Central Petroleum at waterfront.



JC 62 EXECUTIVE BOARD: George Willinger, Wm. McCubbin, Wm. Hundertmark, Clifford Kohne, Joseph Skosnick, Charles DiGardo, and Harry Cohen. President Tom Healy was not present when the picture was taken due to an extended illness.

COLOR GUARD at the US Naval Academy, Annapolis, home of LU 9.



Glenn L. Martin, the second largest port in the country for foreign trade; the world's largest spice and extract house, McCormick & Co., Inc.; many chemical, electrical, and metal manufacturing plants; it is probably



REFILLING a cigarette vending machine is John McCullom of Local 426.

is the life of the city itself. It has many contrasts.

It is one of the oldest cities in the U. S., having been settled by a Quaker, one Charles Gorsuch, in 1662. It was founded as a town in 1729 and named for Charles Calvert, third Baron Baltimore. And yet, Baltimore today is thriving with new and modern industry—one of the world's largest aircraft factories,

the nation's largest food-processing center.

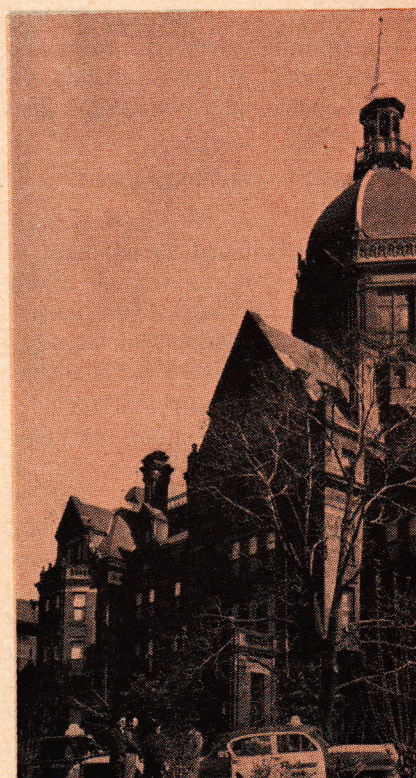
Being an old city, Baltimore has much tradition and a highly-cultured society. But, again in contrast, the city has a reputation for being a restless and a sporting town. It has three major racetracks; it is the new home of the St. Louis Browns baseball team—now called the Baltimore Orioles. In addition it enthusiastically



THOMAS J. HEALY of 557 is council president.

cally supports the Baltimore Colts, professional football team.

Approximately 12,000 of the city's citizens are Teamsters. They haul the Chesapeake Bay fish, clams, oysters, and crabs from the waterfront to the packing houses. They handle the warehousing when all of this seafood reaches the packing houses. They handle the lifts and make up the orders in all of the city's major grocery and produce warehouses. They are organized in all the freight hauling concerns of Baltimore. They deliver the bread, the



AT JOHNS HOPKINS Hospital, taxi drivers Haskins, Silverman, Schmitt and Leasner, all of Local 426.



MAKING A BRINK'S armored car delivery are W. Jenkins and James A. Davis, both of Local 355. Note the Teamster sticker on the truck.

milk, the fuel oil. They work as attendants in Cities Service stations. They work in the oil refineries and bulk stations of the city.

Along with the Teamsters of nearby Annapolis and Hagerstown, they make up Joint Council 62, a Maryland aggregation which was established 16 years ago and has been growing steadily since. The council is composed of all Maryland locals except two—453 and 924 of Cumberland—which are in the far western neck of the state and affiliated with the Pittsburgh joint council.

EARLY ORGANIZATION

Teamsters of Baltimore were originally organized more than 40 years ago. One old veteran of the union still active today, Tom Davey, recalls when the drivers of the city's vinegar trucks carried cards during the first decade of this century.

But, somewhere along the line, the organization dwindled, and it was not until the recovery days of the '30s, under the New Deal, that Teamsters really established themselves in Baltimore.

It began with a small group of men. One bleak and cold Sunday morning in 1933 five freight drivers and helpers huddled before the entrance to Lithuanian Hall. They were dissatisfied with their affiliation with a railroad brotherhood and felt what they should be carry-



JOE RIGGS, Local 355, loads an edition of *The Baltimore Sun*.

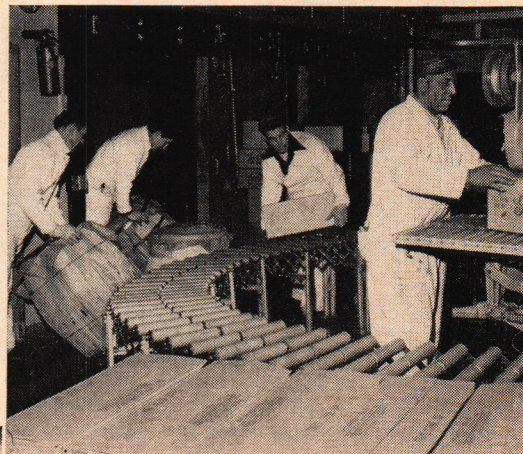


TWENTY-ONE years a Teamster, George Nelson of Local 311.

ing the card of their true craft—The International Brotherhood of Teamsters.

The five men constituted the entire turnout at that first meeting. But what they lacked in numbers they accounted for in determination. They formally asked the American Federation of Labor for information and assistance. The AFL and our

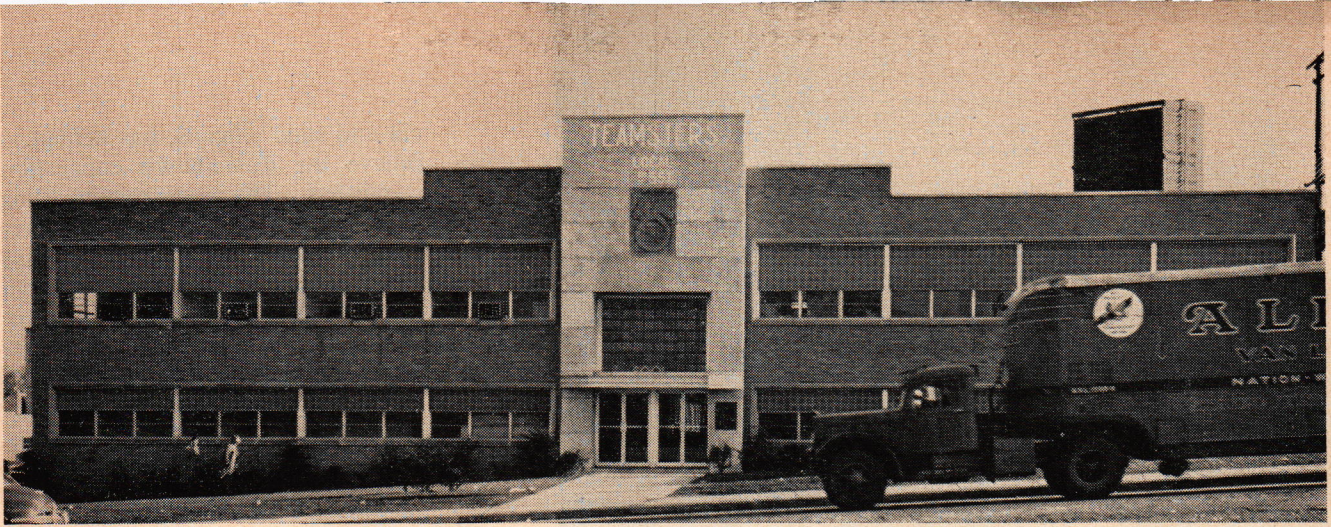
TRUCK LOADING at the Goetze packing plant are S. Lepak, H. Head, H. Fogle and N. Wiggins.



CHARLIE HEINBOCK of Local 311 with pre-mix concrete for the new Baltimore Memorial Stadium.

own International Union sent in two veteran organizers, Anna Neary and Tom P. O'Brien. The Baltimore Federation of Labor joined the organizing effort by supplying Harry Cohen of the Electrical Workers as an additional organizer.

A concerted organizing campaign gained 50 new members within a few weeks, and a charter was issued. At the time, all members were employed in the freight indus-



HEADQUARTERS of Local 557 and the joint council on busy U. S. 40, known as Pulaski Highway.

try, but, because a tremendous task of union building remained to be done, the charter was issued for a miscellaneous local—Truck Drivers and Helpers Union, Local 355.

The drive for new Teamsters in Baltimore snowballed for the next five years, so much so that additional local unions were pulled out of the “mother” local and new charters

today Joint Council 62 is 11 locals strong—nine of these in Baltimore.

The ties of all of these local unions were kept close with the formation of Joint Council 62. The guiding spirit of the council and certainly a “grand old man” of Baltimore labor, as far as local Teamsters are concerned, has been Thomas J. Healy, president of the council and business representative of Local 557. The council’s able secretary is Clifford Kohne, one of that small group of men who originally started Teamster organization in Baltimore 20 years ago.

The council meets on the first Thursday of every month. With the organizing program of the council still in high gear, special meet-

March, 1951, and is well suited to the needs of its occupants.

JC 62 is active in many civic projects. Its officers have served on local and state commissions which serve the welfare of the Old Line State, as Maryland is called.

Baltimore is a deeply religious city, as viewed from one side of its many-sided personality. It has a large Catholic population, dating from the early settlement of French Huguenots under Lord Baltimore. Joint Council 62 supports many Catholic charities. It helps the orphanage of the Dominican Sisters. It has supported the work of St. Vincent’s, St. Francis, St. Elizabeth, and other orders of the city.

In one of its most recent efforts, it supplied drivers and aid to the city-wide Cerebral Palsy Telethon. The council has a ready list of Teamster blood donors for any emergency.

Tom Healy has served on the



A LOCAL 557 shop steward, Richard Grabowski, checks his load.



A FAMOUS Baltimore ritual is the cleaning of front steps.

issued. What is today the council’s biggest local—Freight Drivers and Helpers Local 557—was established in 1938. The dairy workers combined forces soon afterward and became Local 937. Just two years ago, Local 303—petroleum, coal, service station employees—and 311—building material and ready-mix concrete drivers—came out of 355 to go on their own.

Other locals were formed or became affiliated along the way, until

ings are frequent. Teamsters of Baltimore have mutual negotiation problems with Teamsters of nearby Washington and Philadelphia, so they frequently hold sessions with council representatives of these cities. Meetings are held in the spacious headquarters building of Local 557 on Pulaski Highway, where some of the smaller locals of the council also have office space. The building was dedicated in



AT HAMPDEN Transfer and Storage, C. Murk, H. Jenkins, C. Richards, T. Allen, all of Drivers Local 557.



WAREHOUSEMAN Fred Lindsey of Local 570 at work in Food Fair warehouse.



CANDLING EGGS at the Acme Markets warehouse is Ann Clarke of LU 570.



STACKING YEAST at Standard Brands is Elmer Vogel, of LU 333.

board of directors of the local Red Cross. Clifford Kohne has been a member of the Maryland Commission to Study Child Labor Laws, the City Criminal Justice Committee, the City Commission for Traffic Safety, and other advisory bodies. Leroy Griffin of Local 426 is on the Maryland State Traffic Commission. There are many other members of council locals who have served in such capacities.

The traffic problem of Baltimore

cal and state officials, has helped to relieve the downtown congestion somewhat. The city is now building a new through-town highway to relieve a bottleneck which always plagues travelers passing through the city. But more work is needed. Consequently, the traffic engineer has met with the Teamster locals on several occasions to get their impressions and suggestions on future work.

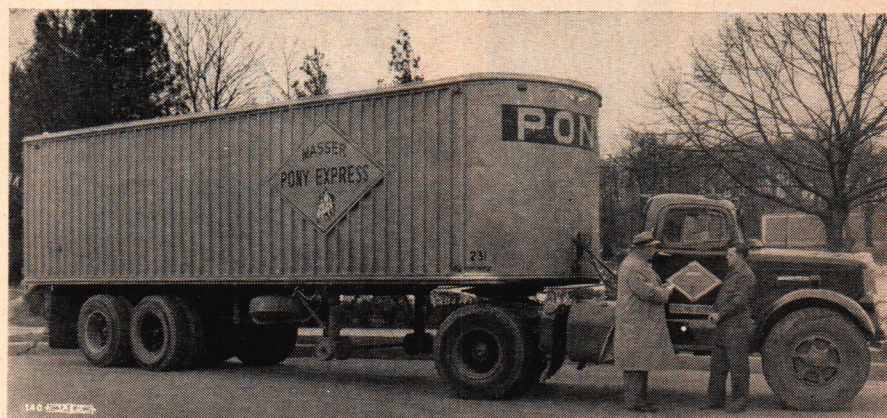
LOCAL SIDELIGHTS

But all is not work and no play in the council. Teamsters of the area enjoy moonlight cruises down Chesapeake Bay, shad bakes, oyster roasts, and the other traditional entertainments of the Eastern Seaboard. The business agents of the council won a handsome bowling trophy last year, and they always put bowling teams into league play.

The locals participate in the annual state rodeo. William Heiser of Local 557 has been state rodeo champ in the tractor-trailer class. Drivers such as Clyde Lanham of 355, state champion in street-truck class, have copped awards in the annual contests.

Outside the city, Local 9 of Annapolis and 992 of Hagerstown have been displaying the Teamster card and button in their respective cities.

A HAGERSTOWN Teamster, Howard Flohr of Local 992, talks with E. W. Butler, business agent. Flohr is a driver for the Masser Pony Express of Hagerstown.



is a major one. The city's streets were there long before the automobile. Though picturesque, they present a tremendous headache for the city's new traffic engineer, a noted authority from Denver, Colo., Henry Barnes. Barnes, working with lo-

Local 9 is a small local in a small but famous town south of Baltimore. Annapolis is the home of the U. S. Naval Academy. It's history goes back further than does that of Baltimore. But it is a quiet and conservative bay settlement without

AT CHESAPEAKE Creamery Teamsters like Glenn Resley prepare butter.



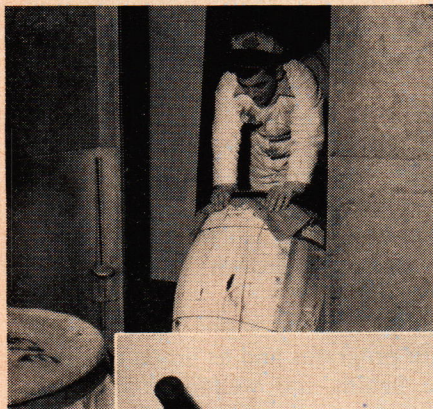
ROLAND ECKHARDT of 937, Western Maryland Dairy, delivers to a row house.



major industries. Teamsters are organized at the city's biggest dairy—Annapolis Dairy. There are some utility-company drivers carrying Local 9 cards.

Local 992 at Hagerstown, 50 miles to the west of the joint council's home city, was organized by

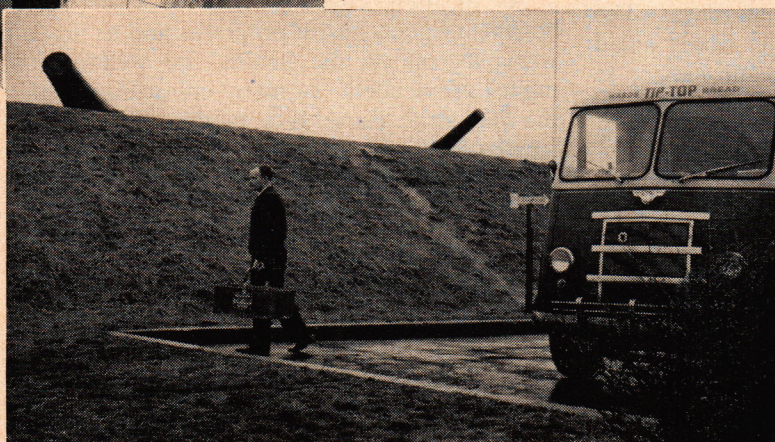
CHESAPEAKE BAY oysters are rolled into a truck by John Geppi.



E. W. Butler and chartered in January, 1939. It became affiliated with the joint council in 1940. There are approximately 500 Teamsters in 992, which has a miscellaneous charter. The membership comes from all the freight companies of Hagerstown and vicinity, plus the two major "country" plants of the Supplee-Wills-Jones Milk Company. One plant manufactures powdered milk; the other condensed milk and cottage cheese. Hagerstown Teamsters are covered by a health and welfare plan, including death and death-by-accident benefits.

There are two major health and welfare plans in effect among Baltimore locals. Local 557's 4,100

BENEATH the guns of Fort McHenry, Bob Hall of Ward Baking Company.



members are covered by a single labor-management plan, with George Willinger and Clifford Kohne representing the union on the board of trustees. All the other locals of the city come under the Affiliated Teamsters' Welfare Fund. Both plans are administered by the same insurance company, but coverage and benefits are somewhat different.

The Baltimore AFL in cooperation with the Baltimore CIO has endorsed and sponsored an optical plan offered by the Maryland Optical Company, whereby all union members may get eye-checkups free.

An indication of the potential of JC 62 comes from the recent figures on membership from the various local unions. Local 311, for instance, was established in 1952, as we have mentioned. At that time it had 454 members drawn from the general local. In only two years the local has almost tripled its membership, totaling more than a thousand today. Samuel J. Patti is president of this local; Paul Brandt is secretary-treasurer.

IN THE OIL INDUSTRY

Local 303, which was established at the same time as 311, is headed by Henry Twitchin, president, and Gerard G. Gibson, secretary-treasurer. This local is well organized in the city's big oil processing center, being 100 per cent Teamster at the American Oil Company's bulk station, and with all drivers organized in others.

Local 333 is the smallest and most recently formed of the local unions. It has approximately 50 members, working in the plants of Federal Yeast and Standard Brands.

Local 355, still headed by Harry Cohen, one of the original organizers of the city, has city delivery drivers, news drivers, drivers at Calvert's Distillery, and members in many of the other business establishments under the broad coverage of a general truck drivers and helpers local.

The taxicab drivers of the city are united in Local 426, which is headed by Leroy Griffin, president, and Oscar Seiland, secretary-treasurer.

(Continued on page 28)

Labor and Highway Safety

The White House Conference on Highway Safety which was held in Washington, D. C., recently pointed up the increasing need for all citizens to join in lowering the toll of highway accidents. The story of high accident tolls on holiday week ends is all too familiar with all of us. As more cars increase and our highways do not keep pace with the needs of the times, we are going to continue to have dangerous elements in our traffic pattern.

In the recent conference a special panel with labor members participating was part of the overall conference. This is an encouraging recognition on the part of public officials as to the role which labor can play. Such a panel is also a recognition by labor itself of the responsibilities which it bears in this problem of highway safety.

Teamsters have a special stake in the problem of highway safety. Our drivers are confronted daily with the necessity of safe driving on their part and the often unpredictable conduct on the part of other motorists. The labor panel recognized the role of trade unionists in another aspect—that of citizens. Labor unions should, believes the panel, take a greater and greater part in local and state programs designed to increase highway safety. This is a view which we can all endorse. We sincerely hope that as labor assumes an increased role in the safety program that the accident curve will show some turning down.

Sound Recommendations

Recently almost 200 delegates from 35 states met in Louisville, Ky., to attend a meeting of the Mid-States-East Coast Dairy Conference session. The large turnout was most encouraging and indicated an enthusiasm and a confidence in the dairy industry that forecasts a strong and active effort on the part of all locals in that industry in the months and years to come.

Of even greater significance were the many constructive recommendations made by the conference. The dairy locals through their conference quite wisely allied themselves with the programs of quality and service to the consumer. This position is both sound economics and good trade unionism and the delegates are to be congratulated for their stand.

Teamster dairy locals are calling attention to efforts being made to lower the standards of milk products through enactment of state laws and local regulations. Where such standards are lowered, the consumer suffers. Teamsters are also making strong representations for seven-day delivery. During the war the skip delivery system was inaugurated whereby milk deliveries were made on an every-other-day schedule. And in some

sections another nondelivery day has been added to a no-delivery Sunday. Wednesday in some sections is a nondelivery day. This practice of skipping days is a great break for management, but is tough on the consumers as well as on Teamsters.

Management may not realize it, but it is hurting itself through cutting down on retail deliveries. Many householders cannot accumulate adequate milk supplies on an every-other-day schedule. And instead of making up their milk needs entirely, they are buying less milk. The figures on the decline in volume sales should be alarming to the dairy operators. Teamsters pointed out in Louisville that good business in the long run would result from giving the consumers high-standard products at times most convenient to the consumers—thus quality and service are the criteria for the industry, both labor and management.

All Teamster locals can help in their program of quality and service. All joint councils should check with their dairy locals on their local situation and see what, if anything, is being attempted to hurt the dairy delivery business. Joint councils can also help general locals which have dairy members. In short, there is a big job for all in aiding the dairy workers. Let us hope that all of our local unions and joint councils support at every level—local, state and national—the sound recommendations and program of the dairy delegates.

A Deserved Tribute

This month World Health Day is being celebrated by the World Health Organization and other agencies of the United Nations. The theme is year is "The Nurse—Pioneer of Health."

The commemoration the world over gives every nation an opportunity to pay a deserved tribute to the unsung heroes of health, those who work anonymously in the care and healing arts. It may be appropriate to point out that the field of nursing is expanding and we are noting today a substantial growth in the field of industrial nursing.

As business concerns become more aware of the benefits of good health programs and as union contracts win progress on the health and welfare front, more nurses are needed. In many companies in this country the industrial nurse is a familiar figure. She joins a worthy legion in the nursing profession who are receiving a long-due tribute the world over as we celebrate World Health Day, April 7.

Reciprocity Problems

News stories in the daily press and accounts in the technical and trade papers are pointing up the growing problems of reciprocity regarding interstate trucking.

This is a problem which has been of top concern of the Teamsters. Our men who drive the interstate trucks are as involved as are the fleet owners and operators themselves.

We have been working, as an International Union, on this problem of reciprocity in the hope that we can make constructive suggestions which will be fair to the truckers and acceptable to the various states. The problem, cloaked as it too often is in political implications, is by no means a simple one to solve.

Politicians of some states see in the problem of reciprocity a way to reap headlines and political gain by sounding off on trucks and weight limits. If all of those engaged in grappling with this problem can calm the politicians down, maybe we can make some headway—for if we do not come to a satisfactory solution soon, we are likely to have a real economic explosion in the trucking industry.

Spotlight on Puerto Ricans

The shooting in the House of Representatives last month of several Congressmen by four fanatical Puerto Ricans focusses the spotlight of attention on the Puerto Ricans and their problems.

Immediately after the shooting, Puerto Ricans in continental United States and in the island hastened to declare their loyalty to the nation and to express profound regrets at the precipitate action of the fanatics. The president of the commonwealth came to Washington with the reassurances of the Puerto Rican people of their loyalty to the United States of America.

But the shooting did put into a strong spotlight of attention two serious problems: one on the island and the other in this country.

The island has many problems, one of the chief of which is economic. A growing population and pressures for food and other necessities of life are causing serious repercussions on the island. These pressures offer combustible material for a conflagration when properly fanned by the masters of propaganda. The problem of Puerto Rico as part of the United States is a serious one and may not have been given the study and consideration it deserves.

Related to this problem is the one created by the migration of Puerto Ricans to the mainland. They are citizens and as such are not subject to State Department screening as are others coming from other shores. But once these people are in they tend to settle in colonies such as Harlem in New York City. An explosive situation develops in some of our great cities, most dramatically shown in New York with its heavy Puerto Rican element.

Efforts are being made in New York to make the newcomers fit in and become adapted to life on the mainland. But again the Puerto Ricans face economic problems. Although they are not foreigners, they are treated as if they were. They are down the ladder, economically speaking. They find work hard to get and are paid low wages. They face handicaps of language, customs, housing and adjustment.

The problem of the Puerto Ricans is not a simple one. These problems are challenging indeed and cannot be written off by a superficial summary of the shooting in Washington. The problems are grave and deserve consideration and extensive attempts at solution—violence is not the answer, but neither is negligence.

One Star or Two?

Debate in Congress is still under way on statehood of Hawaii and Alaska. The debate seems to center on two points:

1. Will Hawaii be admitted first and a general postponement of consideration given the fortunes of Alaska, and

2. Will there be any action at all on statehood for Hawaii?

There seems to be considerable partisan politics wrapped up in the drive for statehood. Certain sections of the country are against any statehood whatsoever for the Territories while other sections favor Hawaii and not necessarily Alaska. In the meantime, the citizens of the Territories remain in the status of colonials while the political debate goes on from postponement to postponement.

The problem of statehood for these Territories has been under investigation for many years. In fact, the question of statehood often involves the "necessity" for an "investigation" of conditions. This state of affairs means that a committee must make a trip to the Territories to "look into" the situation. A trip to Hawaii is always pleasant and a trip to Alaska in the warm months when Congress is not in session is also attractive. Statehood for the Territories would eliminate the necessity for further "studies"—at least that would seem to be one important by-product of statehood.

Congress appears to have ample evidence to take whatever action it deems best in the long run for the nation and for the people of the Territories.

Attacking Lung Cancer

Investigations are being made on several fronts to determine what, if any, relationship exists between smoking and lung cancer. Sound research rather than sound and fury is a far better approach to the problem which is puzzling millions.

Of all the studies being made one of the most interesting is the one under way by the National Institutes of Health, an agency of the Health, Educational and Welfare Department. By the middle of February more than 80,000 World War I veterans had answered a questionnaire on smoking habits sent out by the NIH.

Veterans of the First World War were picked for the survey because most of them are reaching an age at which cancer is most likely to appear if it is going to. Moreover, it will be easier to make a statistical analysis of this group because their death certificates will be available sooner than will those of the younger group, World War II veterans. Death certificates will be available also for analysis.

Post Office Department, Trucking Industry Agree on Plan to Give Trucks Top Postal Recognition

'PRIMARY' MAIL STATUS PROPOSED

THE Post Office Department and the Independent Advisory Committee to the Trucking Industry in an exchange of letters have agreed on a proposal to recognize the trucking industry as a "primary rather than an auxiliary means for the transportation of mails." "Recognition" would be provided in a proposed bill to be presented the Congress by the Post Office Department.

Under present conditions mail by truck is governed by postal regulations drawn for the Star Route Service—an auxiliary mail transportation service.

The agreement resulted from a letter addressed to Postmaster General Arthur E. Summerfield signed by Dave Beck, president of the Teamsters International Union, chairman of ACT, and the three ACT directors, Roy Fruehauf, president of the Fruehauf Trailer Company, Walter Carey, chairman of the Board of the American Trucking Associations and Burt Seymour, president of Associated Transport, Inc.

The ACT committee in addition to requesting "recognition of the Trucking Industry as a primary means of transportation of mails" also requested the adoption of standards that would provide safety and insurance regulations for trucks transporting mails on the same scale as provided by the Interstate Commerce Commission.

In answer to the ACT Letter Post Office Department Solicitor Abe McGregor Goff stated the request

for safety and insurance standards was under study.

Text of the two letters follows:

Hon. Arthur E. Summerfield,
Postmaster General
Post Office Department
Washington 25, D. C.

Dear Mr. Postmaster General:

Full utilization of the facilities of the motor transport industry will save the Post Office Department up to \$100,000,000 annually and advance the delivery of mails in almost every instance. However, to achieve this goal of full utilization, standards are necessary to protect the public interest and assure continuity of transportation.

The Independent Advisory Committee to the Trucking Industry, therefore, urges the establishment of standards by the Postmaster General in the public interest which would govern the selection and retention of carriers. These standards should be based on the bid method of setting the rate for mail haulage and should include:

A. A provision that the employer must comply with the Safety and Insurance Regulations promulgated by the Interstate Commerce Commission, which would include assurance:

(1) That only qualified drivers be utilized. Such factors as experience, accident and health records should be taken into consideration.

(2) That in the interests of safety, drivers should not be allowed to work more than the maximum hours provided by the Interstate Commerce Commission.

(3) That all contractors carrying the mail should meet precise specifications providing for adequate and appropriate equipment.

(4) That contractors to carry the mail should be required to carry public liability and property damage insurance, at least to the extent required by the I. C. C.

B. Established standards of financial and moral responsibility should be applied to insure continuity of operations.

Authority to establish such a code is contained in the Postmaster General's present powers.

Without such standards the full utilization of truck transportation will not be available to the Post Office Department.

Congress should specifically endorse such standards.

No responsible operator could object to these regulations.

Such regulations might cause the truck rate for mail transportation to rise slightly, but the gains to the Department as a result of these regulations would more than outweigh the relatively slight financial difference.

In any case the truck rate would be substantially below the railroad rate and the operating efficiency of the contractors would be guaranteed.

The motor transport industry feels strongly on this matter and wishes to call it to your attention. It is particularly important at this time because we are informed that the Solicitor of the Post Office Department is now preparing a recodification of the Postal Laws and Regulations and the proposed standards we feel should be included in the new code.

We also believe that the new code should provide recognition by the Congress of the trucking industry as a prime hauler of United States Mails on a par with other forms of transportation.

This we feel to be important, for specific and separate laws recognize steamship transportation, railroad transportation, and air transportation. Truck transportation of the mail is governed by a loose body of laws which have grown up through the years for administration of auxiliary service rendered by Star Route.

We would appreciate hearing your views on these matters.

Very Respectfully,
INDEPENDENT ADVISORY
COMMITTEE TO THE
TRUCKING INDUSTRY, INC.
DAVE BECK, National Chairman,
General President, International
Brotherhood of Teamsters.
WALTER F. CAREY, Director,
Chairman of the Board, American
Trucking Associations.
ROY FRUEHAUF, Director,
President, Fruehauf Trailer Company.
B. M. SEYMOUR, Director,
President, Associated Transport, Inc.

March 3, 1954

Independent Advisory Committee
to the Trucking Industry, Inc.
1000 Vermont Avenue
Washington 5, D. C.

Gentlemen:

The Postmaster General has referred to me for appropriate attention your recent letter in which you urge the establishment of standards which would gov-

(Continued on page 28)

'Piggy Back' System Has Gone to Sea!

'Sea-Land' Transport Program, Using Ships to Move Trailers Along Atlantic Coast, Outlined to Teamster GEB

THE "piggy back" system of transportation is going to sea, according to plans revealed to the General Executive Board members at their meeting in Miami, Fla., in late February. The McLean Trucking Company of Winston-Salem, N. C., is planning a "sea-land" coordinated transport program involving the use of four large trailerships which can haul loaded trailers between ports of the North and South Atlantic port cities.

The plans for this new program were outlined in detail by J. K. McLean, executive vice president of

the trucking company, which is one of the top ten motor freight lines in the country. The new trailer freight ships will carry 240 trailers and, according to the information given the General Executive Board, will ply between one South Atlantic port and two North Atlantic ports. Wil-

mington, N. C., or Charleston, S. C., will be the southern terminus for the ships, and the two North Atlantic ports will be New York City and Providence, R. I.

The trailerships will be 650 feet long with a speed up to 20 knots. They will be twin-screw, turbine-driven vessels. These ships with loaded trailers are said to have marked advantages in turnaround time, requiring only four hours to unload as against 60 hours for ships loading and unloading by conventional means.

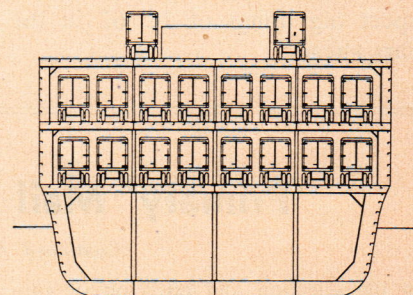
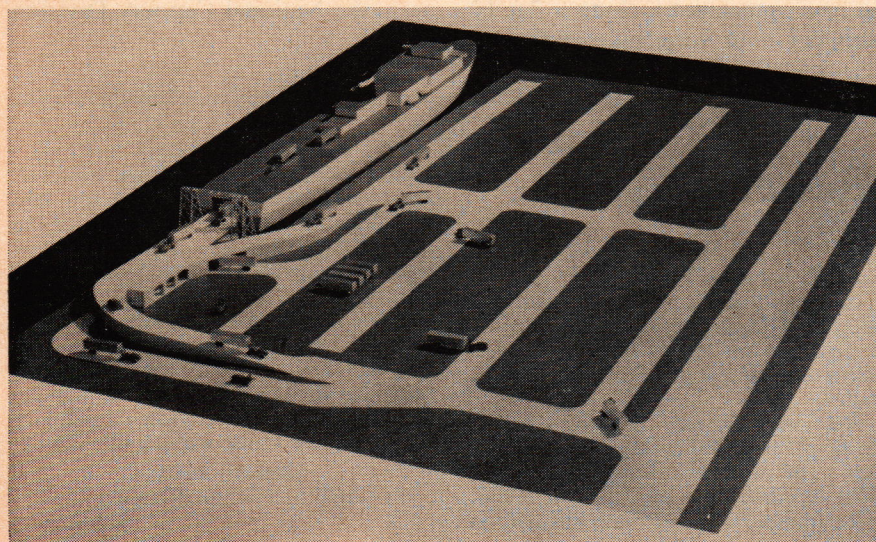
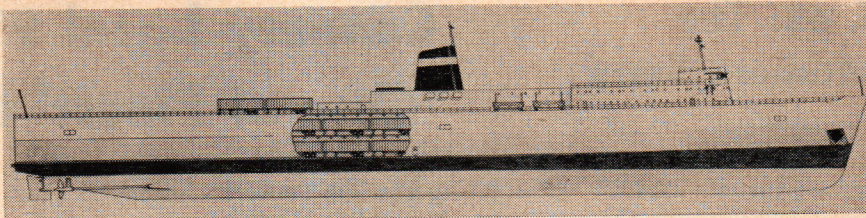
The use of trailerships, according

DESIGNER'S rendering of vessel for use in "Sea-Land" operation planned by the McLean Trucking Co.

to information from Mr. McLean, will reduce sleeper-cab, line-hauls north and south and will result in an increase in single-driver runs in each area and an eventual increase in motor freight employment. The new method of coordinated transport, representing a technological advance, promises, according to the sponsors, to result in a greater share of freight carriage going to the coordinated system than is now carried by trucking. The hoped-for increase in business for McLean should mean an increase in job opportunities for Teamsters. New dockside facilities will have to be built to provide space for truck-trailers providing cargo for the trailerships.

The official announcement of the coordinated system says that "Employment of drivers is expected to increase materially during the first year of operation."

The McLean concern has acquired the capital stock of the S. C. Loveland Company, Inc., steamship and tug-and-barge water carrier organization serving all points along the Atlantic Coast. Bethlehem Steel Company's shipbuilding division is now designing the new trailerships.



STERN cross-section of ship for use in transporting fully loaded motor freight trailers on Atlantic.

MODEL of port facilities for new \$50 million system of freight transportation. At vessel's stern, mechanism is shown for raising and lowering the double-level ramps over which trailers will move.

JC 62: The Baltimore Story

(Continued from page 23)

urer. Local 426 has a membership of approximately 2,000.

The warehousing local is 570, which is a little more than 1,000 members strong. Founded in 1937, it affiliated with the joint council in 1941. William Leyh is president, Charles J. DiGuardo is secretary-treasurer.

President and business agent of Local 622—bakery and overall-cleaners drivers—is Wm. Hundertmark. Maynard Clark is secretary-treasurer. It has approximately 400 members and was organized in 1937, with bakery drivers first to come into the union.

Two major dairies of Baltimore—Western Maryland and Greensprings—are completely Teamster, under the jurisdiction of Local 937. The local union has members at Chesapeake Creamery, where they help to prepare creamery butter. Harry Ryan is president; Clarence Millser, secretary-treasurer. The membership of this local is a little more than a thousand.

A CONFIDENT TOWN

Baltimore is an old town which does not advertise its virtues too much. It seldom boasts the biggest, the newest, or the fastest anything. This does not indicate lack of civic pride. It just means that Baltimoreans, including the Teamsters, are confident of the future. We can expect big things of JC 62 in the years ahead.

Cannery Local 99 Negotiates 'One of Finest' Food Contracts

A CONTRACT hailed as the finest in the food industry in the East was signed last month by Local Union 99, Rochester, N. Y., and the Gerber Food Company. The contract was negotiated by the National Cannery Division following a sweeping victory by a National Labor Relations Board election. The Teamsters defeated the Butcher Workmen decisively.

30-CENT 'PACKAGE'

The total "package," according to Lewis C. Harkins, director of the National Cannery Division, who fought through to a victory in the election contest and helped negotiate the contract, will amount to about 30 cents an hour for the employees. The contract runs for three years with provision made for a wage re-opening each year. This new rate exceeds by up to 40 cents hourly base rates for comparable work in other plants located in the area.

Outstanding among the many liberal provisions in the contract is the section providing for a straight 40-hour week Monday through Friday with time and a half after eight hours in any one day. Double time is provided for after 12 hours.

A welfare plan with the employer paying the costs is included for all employees and their dependents. It is effective 90 days following employment. Other benefits gained by the new agreement include a flat 10 cents per hour wage hike and vaca-

tion granted as follows: one week after a year, two weeks after five years, and three weeks after 15 years. Extra pay is provided for second- and third-shift workers and two 15-minute rests are granted in each eight hours.

Six paid holidays granted include New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Excellent labor relations between the union and the employer are reported and both are joining in efforts to push the company's product. Harkins is urging all Teamster families in the trade territory served by the Rochester Gerber plant—chiefly in the eastern part of the country—to remember to patronize Gerber as a fair Teamster-hiring employer.

BORN IN BATTLE

Local 99, called Cannery, Food Processing, Frozen Food Specialty & Allied Workers, may be said to have been literally born from a labor battle. The union won handily in a contest for the representation rights of the employees and despite a strong campaign by the Butcher Workmen, the Teamsters were heavily favored when the ballots were counted.

The new local will be used as an organizing nucleus in the food industry, particularly in the New York area, the National Cannery Division reports.

'Primary' Mail Status Proposed

(Continued from page 26)

ern the selection and retention of contractors engaged in transporting the mails. You suggest that the Safety and Insurance regulations promulgated by the Interstate Commerce Commission be made a part of Post Office Department contracts with motor vehicle contractors. You further suggest that this office, in preparing its recodification of the postal laws, include therein language which gives specific recognition to the motor

transport industry.

The question of whether or not the Safety and Insurance regulations should be included in Government contracts with motor vehicle carriers is now being studied.

This office is now preparing a bill which will be recodification of the postal laws. The exact terminology of the proposed recodification, insofar as it relates to the transportation of mail, has not yet

been determined. Your views, however, are appreciated and will be taken into consideration when the final draft of the proposed recodification is drawn. I am pleased to advise you that this office is endeavoring to clarify the rather loose body of laws which deal with the transportation of mail by motor vehicles. You may be assured that our proposed bill will recognize that motor vehicle transportation is a primary rather than an auxiliary means for the transportation of mail.

Sincerely yours,
/s/ ABE MCGREGOR GOFF,
Solicitor.

WHAT'S NEW?

Non-Adjustable Design Of Pressure Clutch

No internal adjustment is required to compensate for facing wear with the new direct pressure, nonadjustable clutch designed for heavy-duty service. To maintain proper clearance only the regular automotive clutch pedal adjustments are applicable.

New Snow and Paint Removers

Two removers have been placed on the market which are of interest to Teamsters. One is a snow remover that eliminates the need for chipping or shovelling by dissolving the ice and snow. In addition, ice is prevented from forming again for some time by the heat generated by the substance.

Using a disintegrating process, a new chemical removes paint, leaving only a small quantity of residue to be wiped off. Beside this ease of operation, the remover features safety for automobile metal and will neither harm nor discolor it.

Fuel Filter and Water Separator

Solid contaminants down to 1 micron and all water are completely removed from the fuel by a new water separator and fuel filter. Designed as a combination unit and mounted in series, the filter is said to cut injector maintenance costs and reduce down time, thus measurably lengthening the life of diesel engines.

Simple Operation of Tire Safety Device

All danger of blown lock rings is said to be eliminated by a new device from a New York firm which operates as follows: The unit is placed in the middle of the wheel, the trigger release is pressed and the three ends, star-like, extend to cover the lock ring.

Heavy Duty Unit To Balance Wheels

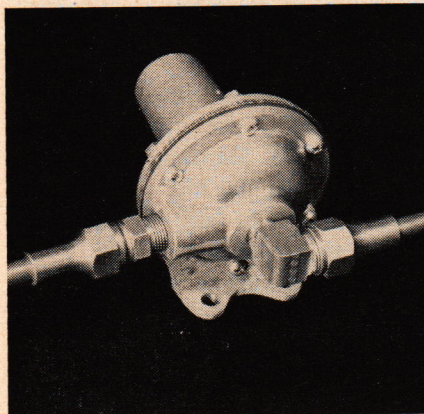
With the 3300 special heavy duty balancer designed to tell the operator how much weight to apply and where to apply

it, wheels can be balanced up to 1200-24 and shaft speeds provided from 310 to 620 rpm. Cones for front wheel with hubs to handle trucks of 2½-ton rating or more, and backing plate attachments for rear wheels without hubs are included as standard equipment.

Non-Clogging Valves On Tire Inflator

A new line of tire inflator attaching directly to any conventional air line features a built-in air screen and nonclogging valve seats. To operate the inflator, the dial is adjusted to the desired tire pressure and the chuck pressed on the valve stem. The air flow stops at the desired pressure.

Valve Synchronizes Truck, Trailer Brakes



A new differential pressure valve that synchronizes and equalizes all brakes on both truck and trailer, through foot-brake application, is being offered from California. Through equalization of brake force all around, it minimizes jack-knifing, tire skidding and jerking between truck and trailer and automatically insures surer, smoother and safer stops which save on tires, brake lining, overheating of drums and other component parts of trucks and trailers, says the manufacturer.

Because of an orifice which affords full air line capacity to all brakes and does not retard brake action, there is no restriction of air pressure. The valve is easily installed in the foot valve service line and, although it is adjusted and set at the factory, a simple adjustment may be made to suit individual operations.

Sturdy Line of Open-End Wrenches

Ten open-end wrenches for use with tubular handles and ranging in sizes from ⅞ to 1½ inches compose a new heavy duty line from a Wisconsin fabricator. Due to their design with the wrench heads set at a 15-degree angle to the handle, nuts can be turned with only a 30-degree

handle movement. A spring-mounted locking button fits into a hole in the handle of each of the wrenches to lock them securely together.

Valve Lifter Service Tool

"Digging" for varnish-encrusted valve lifters can be eliminated with a new valve lifter service tool which operates on a split collet principle. Various size collets are employed and a puller shaft equipped with a sliding hammer. A kit for disassembling the hydraulic valve lifter, also available with this tool, includes adaptor sleeves, spring ejector holder and hypodermic needles for injection of grease.

Greater Facility With Cup Puller

Greater facility in removing the pre-combustion cup on all International diesel engines is now offered by the improved design of a puller from a Minnesota manufacturer. The unit consists of three sizes of expanding collets which grip the inside diameter of the cup, an expanding screw which tightens the collet in the cup, a puller screw, sleeve, forcing nut and ram when used hydraulically. The tool can also be used manually with the nut turned with a wrench.

Device Offers More Efficient Draining

Crankcases, transmissions (both regular and automatic) and differentials can be more efficiently emptied claims the manufacturer for their new pedestal drain. Complete draining of automatic transmissions is made possible by the four-gallon capacity of the detachable bowl. A hinged splash plate which permits simultaneous draining of two housings is attached to the bowl with an adjustable friction lock and the bowl fits into a telescoping stand which can be locked at any desired height up to 72 inches. To dispose of waste oil, the bowl is lifted from the stand and placed on a drain adaptor which permits waste oil to drain into a drum or tank. The drum adaptor, which screws into a 2 inch p.t. bung of oil drums, supports the bowl and opens the bowl outlet valve to drain waste oil.

Improved Water and Oil Extractor

Spray painting air lines can now be freed from oil and water with an improved oil and water extractor from Chicago. More efficient air cleaning, easier operation and longer life at lower maintenance costs are among the major improvements claimed for the unit.

TEAMSTER TOPICS

Baltimore Heroes

Two members of Freight Drivers and Helpers Local 557 of Baltimore—George Pitts and Jerome Scheff—recently figured in a dramatic highway rescue which averted a train crash and saved a man's life.

Both men are employees of Branch Motor Express Co.

Pitts was operating his safety patrol car near Elkton when a truck head went out of control, went down an embankment to the tracks of the Pennsylvania Railroad and caught fire. Pitts, using his mobile telephone, called the state police for aid. Then he phoned for an ambulance.

Meanwhile, Scheff arrived in his truck, and together the two men pulled the accident victim from his burning truck. Hearing an approaching train, the men lighted flares, hurried a safe distance down the tracks and flagged down the train. When the train was brought to a halt, the engineer stated that if he had not been flagged down by the two Teamsters, his train would surely have collided with the wrecked truck.

Local 710 Expansion

Meat Drivers and Helpers, Highway Drivers, Dockmen and Helpers Local 710, one of the largest local unions in the Chicago area, has announced plans for a \$200,000 building expansion program.

The architect is completing working drawings, and construction is to start as soon as bids are in and contracts awarded.

The building program centers around a new annex, contemporary in design, which will add 4,500 square feet to the local's office facilities. About 50 per cent of the general office space will be taken for administration of the union's health and welfare fund.

The completed building project will provide for a completely air conditioned structure. In addition to the union hall, there will be a fire-proof garage on the ground floor adjacent to the parking lot.

Kentucky Conference

At a meeting held, February 18, in the Seelbach Hotel in Louisville, Ky., which was conducted by Frank Fitzsimmons of Detroit, the Kentucky State Conference of Teamsters was formed.

Representatives from Local Unions 100 of Cincinnati; 236 of Paducah; 505 of Huntington, W. Va.; 215 of Evansville, Ind.; 779 of Lexington, Ky.; 783 and 89 of Louisville were present.

The following officers were elected: President, Paul Priddy of Local 89; secretary-treasurer, Howard L. Haynes of Local 783 (Milk,

Ice Cream and Dairy Supplies); vice president, Charles H. Gobin of Local 100; recording secretary, John Mayfield of Local 236; secretary, Dolores Bellucci; three-year trustee, H. B. Dillon, Jr. of 505; two-year trustees, Clyde Birdsong of 215 and Jesse Webster of 779.

Model Truck Gifts

Five scale model trailer trucks bearing the Teamsters' label were presented recently to the Manitowoc, Wis., public schools by Local 619 of Manitowoc. The trucks were presented to the board of education, which distributed them to kindergarten classes. Representing the union at the presentation was Local 619 President Clarence E. Gass.

Cancer Crusade

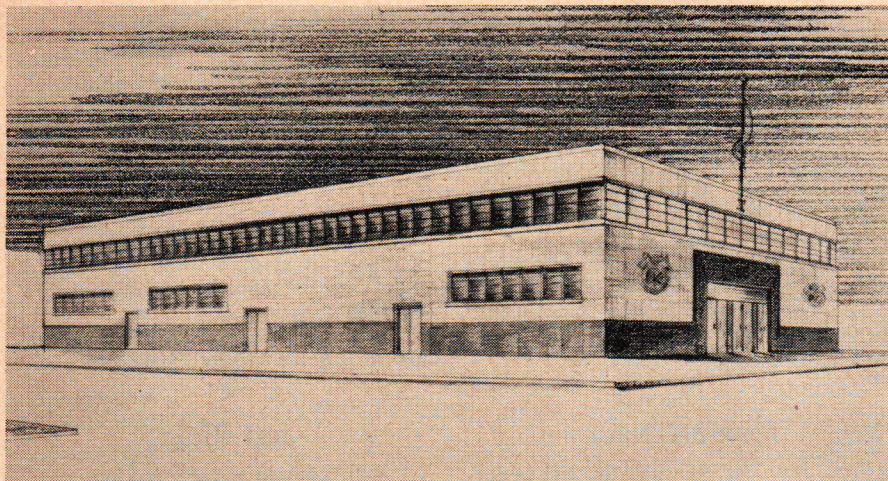
Strong endorsement of the annual campaign of the American

'Union Service' Trucks for Tots



LOCAL 619 President Clarence E. Gass presents scale model trucks, with Teamster service signs, to public schools in Manitowoc, Wis. Five of the realistic trucks were given to schools by the Wisconsin local.

Chicago Local Plans Building



ARCHITECT'S drawing of the proposed \$200,000 building which Local 710, Chicago, hopes to have completed by fall. The new structure will give the local almost twice as much floor space. Local is one of Chicago's largest.

Cancer Society was given last month by General President Dave Beck in a letter to organization officials. April is the month designated as the annual campaign month.

Mr. Beck in a letter to Elmer H. Bobst, national campaign committee chairman, praised the Society and said, "I urge every member of the International Brotherhood of Teamster to respond generously to its annual appeal held this April."

Commenting on the work of the Society and the cooperation of the International Brotherhood of Teamsters, President Beck in his letter to the national campaign chairman said, "Largely through programs of the American Cancer Society, science has developed medical techniques to arrest and eradicate cancer that offer hope of eventually conquering the dread disease.

"Countless lives have been saved by attacking cancer at the early stages. For this we are indebted to the Society's vast and continuing effort to educate the public about symptoms and cures of the ravaging killer.

"I know that many Teamsters all over the country have volunteered their help during past fund raising crusades. I hope that even more will offer their help in this year's effort."

The Cancer Society's fund-raising drive continues through April.

Central States

Two new reports—on taxicabs and moving van and storage have been prepared and issued by the Central States Conference of Teamsters.

"Summary — Moving Van and

Storage Contracts" is the title of one report, the first of a series to be issued by Central States. According to the Vice President James R. Hoffa, chairman of the Central States Conference of Teamsters, "The objective of these reports is to lessen the disparity in wages and working conditions in similar occupations which fall under the protection of Teamster contracts in the Midwest. In some fields we are anticipating that uniform agreements will be achieved."

The other report is called "Taxicab Drivers—Wages and working conditions in 89 cities—1953."

Driving Awards

Three Teamsters of Victoria, B. C., all city delivery drivers, were recently awarded safe driving badges by the traffic division of the Victoria police department. Traffic Sergeant Brooke Douglas presented Jack Young and Douglas McLaren with four-year good driving badges while Bill Peters received a three-year driving award. All three were members of Teamsters' Local 885.

Hickey, Strong and Local 807 Commended Warmly by Beck

Strong endorsement of the leadership provided by International Vice President Thomas L. Hickey and President John E. Strong of Local 807 and support by the membership of the local in the complex waterfront situation in New York was expressed by General President Dave Beck following a meeting in New York City in late March.

Mr. Beck met with the New York Teamsters who are standing with other American Federation of Labor unions in a contest for representation of waterfront workers.

Commending Local 807 and its leadership, President Beck said:

"We are standing with the AFL right down the line in this waterfront fight. We want to help the AFL all we can. We have a stake in this fight as an important AFL affiliate to do all we can. We also have a stake in this fight insofar as Teamsters are concerned—we want to uphold the right of Teamsters to our rightful jurisdiction to load and unload trucks on the waterfront—we do not want to take any work from bona fide longshoremen.

"Mr. Hickey and Mr. Strong understand our position thoroughly and they are acting accordingly. I commend them for their leadership and their courage in a difficult situation—I know they will win out in the long run and the entire Teamsters' Union will be greatly indebted to them for the work they are doing. They have been receiving fine cooperation, understanding and support from the membership of Local 807 and to each member I would like also to express my appreciation and extend my thanks."

LAUGH LOAD

Good Salesman

"Have you any cream for restoring the complexion?" asked the faded spinster.

"Restoring, miss? You mean preserving!" said the clerk, heartily.

He sold her \$10 worth.

★

Imitation

Mother: "Shirley, be still! Why don't you be nice and quiet like Johnny? He isn't making a sound and you're jumping and screaming."

Shirley: "Sure. That's our game. He's daddy coming home late, and I'm you."

★

The Whole Truth

When the class was asked if anyone could define the word "budget," one second-grade moppet volunteered: "A budget is when parents get mad and won't speak to each other."

★

Mere Detail

A woman was asked by the Customs official at the landing post, "Anything to declare, madam?"

"No," she replied sweetly, "nothing."

"Then, madam," said the official, "am I to take it that the fur tail I see hanging down under your coat at the back is really your own?"

★

For Good Measure

He ordered two dozen roses to be sent to his beloved on her twenty-fourth birthday.

"A rose for every precious year of your life," the card read. Then, because the young fellow was one of his best customers, the florists threw in an extra dozen.

★

Different

Doctor: "My dear sir, nothing but an operation will save your life."

Patient: "What will it cost?"

Doctor: "About five hundred dollars."

Patient: "But I have only a hundred dollars."

Doctor: "In that case, let's see what pills will do."

★

Genius Indeed

"Dad, it says here that a certain man was a financial genius. What does that mean?"

"That he could earn money faster than his family could spend it."

Hardly Right

A small girl was taken to church for the first time. When everyone knelt down, she whispered: "What are they going to do?"

"They are going to say their prayers," whispered back her mother.

The child looked up in amazement; then, in a loud voice, she exclaimed: "What, with all their clothes on?"

★

Now Be Quiet

"But, my dear," gushed the girl in the railway car, "one must have the right clothes. When I go riding, I wear a riding habit; when I go out in the evening, I wear evening dress . . ."

"Really," interrupted the man who was trying to read his paper. "And what do you wear at birthday parties?"

★

Why?

"Pardon me, sir," said the waiter, taking up the money, "but this includes nothing for the waiter."

"I didn't eat one, did I?" said the professor, glancing up from his book.

★

"Now, William," said his teacher, who was testing her class on the proverbs, "you ought to be able to finish this one: 'Cleanliness is next to'—what?"

"Impossible?" exclaimed Willie, who lived near a mine.

★

Selfless Effort

A housewife in Trenton, Ga., answered a knock at the front door, found a gent with moist eyes who said, "I'm taking up a collection for a poor woman who lives in this town. She has no money to buy coal and they're freezing." He paused to wipe his eyes. "And they have no money for groceries. They haven't eaten for days, neither her nor her three children. But worst of all she ain't paid her rent in three months, and is about to be evicted. Madam, you could help if only to pay the rent and keep the roof over their heads."

"It certainly is nice of you to collect money for this poor family. Who are you?" asked the housewife.

"I am the landlord," he answered.

★

Some Deal

He bid high for the parrot, and finally it was knocked down to him. Paying his \$50, he asked:

"Does this parrot talk?"

"Who do you think it was bidding against you?" the parrot inquired.

★

Gripping Yarn

Clarice (motoring)—I said you could kiss me, but did not say you could hug me.

Henry—Oh, that's all right; I just threw in the clutch.

★

Good Teacher, Too

"What did mama's little boy learn in school today?" simpered a lady to her offspring.

"I learned two boys," responded junior, "not to call me 'mama's little boy.'"

★

Just Right

A man entered a cafe and ordered a cup of coffee, then proceeded to pour ketchup in it, then emptied the salt shaker into the coffee, with a dash of black pepper. Then yelled at the amazed waitress, "This coffee tastes horrible."

The waitress replied, "No wonder, after you putting ketchup, pepper and salt in it."

"That's right—bring me some mustard," was the answer.

★

Good Measure

"I always believe in weighing my words before speaking," said Mrs. Hopkins.

"And you don't give short weight, either," replied her husband.

★

Time for a Change

The blonde on the assembly line says when a woman meets a man who looks her straight in the eye, she'd better do something about her figure!

★

Who Would Do That?

"Darling, haven't I always given you my salary check the first of every month?"

"Yes, but you never told me you get paid twice a month—you low-down, unprincipled embezzler!"

★

Dog Gone Fast

A couple of old-timers were discussing the state of the local roads as they sat on the porch of the general store.

"Tell me," said one of them, "how is the road out past your place?"

The other chewed his tobacco thoughtfully as he phrased his answer.

"Well, I'll tell you," he replied after a short pause, "that road is so blamed good that sometimes in dry weather, the cars go so fast the dogs can't even get a bark apiece at 'em."

FIFTY YEARS AGO *in our Magazine*

(From *Teamsters' Magazine*, April, 1904)

RESOLUTIONS EARLY

The first constitutional convention of the recently amalgamated International Brotherhood of Teamsters was scheduled for later in the year, and members were invited to submit to the official magazine suggestions or resolutions which might be discussed in the columns by the readers prior to the convention.

MONTHLY BUTTON

During this period most of the local unions had adopted a monthly working button, as a means of spurring membership, dues payments, and to call public attention to the work of the Teamsters. Each month, a new button was issued to each paid-up member, and his button, prominently displayed, was to the early Teamster what the union label was to the cigar maker or the baker.

Local unions that had not adopted a monthly working button were urged to do so at once. The official magazine reminded: "It is the best organizer we have, and the best persuader in convincing delinquents to pay up. It is our label and should be made as effective as that of the cigar maker, the hatter, or garment worker."

ST. LOUIS STRIKE

The contract of the St. Louis carriage drivers with the Liverymen's and Undertakers' Association had expired on January 1. Prior to its expiration, every effort was made by local and international Teamster officials to get a conference with the Liverymen's and Undertakers' Association, but without success. The State Court of Mediation and Arbitration was appealed to for aid. The laws of Missouri make it mandatory for labor organi-

zations and employers to lay their case before this board prior to any strike or lockout. The employers refused to appear before the board and were cited for contempt. They then appealed to the State Supreme Court and were referred back to the Circuit Court for a hearing. A final decision had not yet been handed down.

Attempts toward a peaceful settlement on the part of the union met with no success. When employees refused to give up membership in the Teamsters Union, they were locked out. With this action, the union went on strike.

All of the undertakers and liverymen were members of the Citizens' Industrial Association. As soon as the strike took place it was found that the employers, working through the Citizens' Industrial Association, had made arrangements to import strikebreakers from various cities of the nation. Men were shipped from Jersey City and New York, at a fare of \$1 each.

As soon as these scabs reached St. Louis they were taken before the chief of police and sworn in as special watchmen. They were given badges and armed with revolvers with instructions to shoot anyone who interfered with their work, the official magazine reported.

Almost 50 Teamsters were subsequently arrested in various incidents, but they were eventually released, for they could not be convicted under any local statutes.

The Central Labor Union of St. Louis rallied to the support of the carriage drivers. A grand ball was given for the benefit of the Teamsters' union and nearly \$1,500 was raised—which was a good strike fund in those days. Each officer of the Central Labor Union visited the affiliated unions and secured their assistance in pushing the fight. Union men all over the city boycotted the unfair firms.

During the first three weeks there was little success in breaking the ranks of the employers' association, but then the strike began to take effect. By April 27 employers had signed new contracts and the others were wavering. Meanwhile, one employer group had cited several of the International officers for conspiracy, through grand jury action. As the magazine went to press, those officers were on their way to St. Louis to appear voluntarily before the Circuit Court.

The foreman of the grand jury was the head of a boycotted dairy firm. Most of the jurors were members of the Citizens' Industrial Association.

TEAMSTERS' CONCERT

Local 491 of Toronto, Canada, entertained its members and friends on March 4 with the first of a series of informal concerts. A large crowd gathered at Victoria Hall to hear a piano solo, a comic song, a solo, a reading, a baritone solo, a ventriloquist, a contralto solo, and another comic song. The entertainment was reported to be such a success that friends of the local union expressed the wish that the next in the series be scheduled early.

SICK BENEFIT BALL

Local 359 of Steubenville, Ohio, on St. Patrick's Day, held a grand mask ball which netted the sick fund of the local \$90. A number of prizes were awarded to the guests. The first gentlemen's prize was a pair of patent leather shoes. The prize for "the handsomest lady's costume" was a pair of lady's kid gloves.

PLAY BALL!

In April, 1904, the International Office sent letters to the various major league baseball magnates, asking them to patronize union labor on their respective grounds. They were urged to use union drivers for transporting players to and from the field and use them for all freight hauling.

The baseball czars were told, "The players, as well as owners of the team, like all true sportsmen, are generally union men at heart, and with a slight effort on the part of those interested, could be convinced that they should patronize union labor."

In effect, baseball managers were asked to say, "Take me out to the ball game, take me in a Teamster-driven carriage."



Get in the PICTURE !



Thousands of Teamsters and their families demand Teamster goods and services every day and thus they advance the cause of Teamsters everywhere.

If you are not in this picture of complete trade unionism, you're missing opportunities to advance your own welfare and that of your fellow-Teamsters.

When Teamster serves Teamster, both Teamsters benefit. Always demand the Teamster shop sign!